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STANDARD GUIDE

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" Washington,	-	-	-	10:10 "
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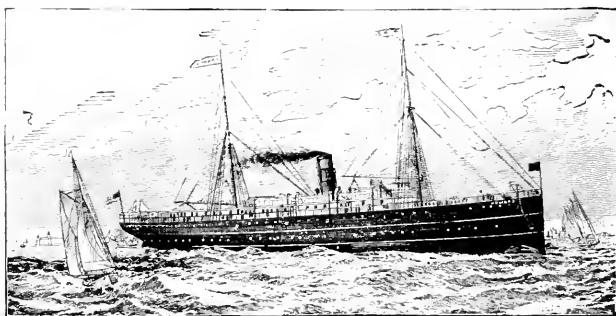
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READY REFERENCE GUIDE.

ST. AUGUSTINE.

For East Coast Map see page 66.

ST. AUGUSTINE is a well-equipped modern city. It has asphalt pavements, gas and electric lights, artesian water system, fire department, well-stocked markets and stores, elegant churches, an increasing number of residences, and palatial hotels which are famous the world over and on whose registers are written the names of more than 50,000 guests every winter and spring. It is the fashionable winter resort of the United States. Visitors find every convenience and luxury. The town is renowned for its healthfulness; the climate is equable and has given lease of life to thousands who have come hither from the North and West.

SITUATED on a narrow strip of land running north and south, the town has in front (on the east) the Matanzas River or bay, and on the west the St. Sebastian River. Across the bay is Anastasia Island; and beyond that—two miles distant—the ocean.

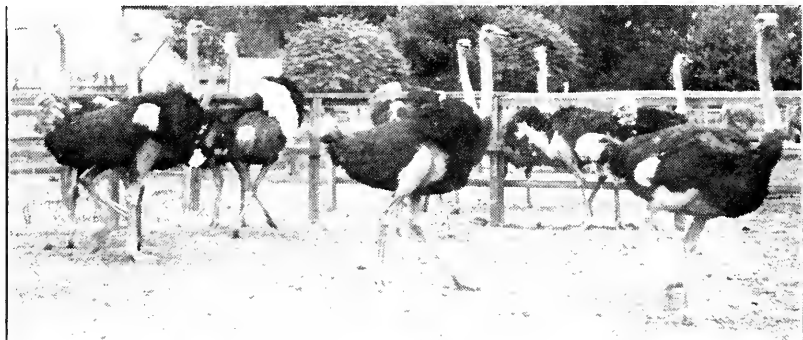
RAILWAYS. All trains leave from the Union Depot on Malaga st. except South Beach trains.

MAILS. The post-office is on St. George street, facing the Plaza. General delivery hours, 8 A. M. to 6 P. M. Mail time to New York, thirty hours; to Chicago, forty hours.

TELEGRAPH OFFICES. In Alcazar and Hotel Ponce de Leon.

EXPRESS. Southern Express Co.; office, corner Cathedral and Cordova streets.

BANK. First National Bank, north side of Plaza. Hours, 9 A. M. to 2 P. M.



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Ready Reference Guide.

CHURCHES. *Baptist*—Carrère and Sevilla streets. *Episcopalian*—Trinity Church, facing Plaza. *Methodist*—Grace Church, Cordova and Carrère streets. *Presbyterian*—Memorial Church, Valencia and Sevilla streets. *Roman Catholic*—Cathedral, facing Plaza on the north.

PUBLIC LIBRARY. In Library Building, Hospital street and Artillery Lane.

STUDIOS. Valencia street, in the grounds of the Hotel Ponce de Leon.

POINTS OF INTEREST.

FORT MARION is open to the public through the day.

THE CITY GATEWAY is at the head of St. George street.

THE PLAZA, or Park, is in the center of the town.

THE SLAVE MARKET is a fiction. The old market house on the Plaza, commonly called The Slave Market, never was one.

THE OLDEST HOUSE. No one knows which house in St. Augustine is the oldest.

HARBOR AND BEACHES. Small steam craft ply between wharves and beaches and other points, and may be chartered for excursions. A bridge crosses the Matanzas Bay to Anastasia Island, which is thus rendered accessible by foot, carriage or wheel. A railroad runs from the bridge to the lighthouse and to the sea beach, some miles beyond. The beach affords capital wheeling south to Matanzas Inlet.

THE SEA-WALL was built by the United States Government in 1835-42.

THE ST. FRANCIS BARRACKS are at the south end of the Sea-Wall.

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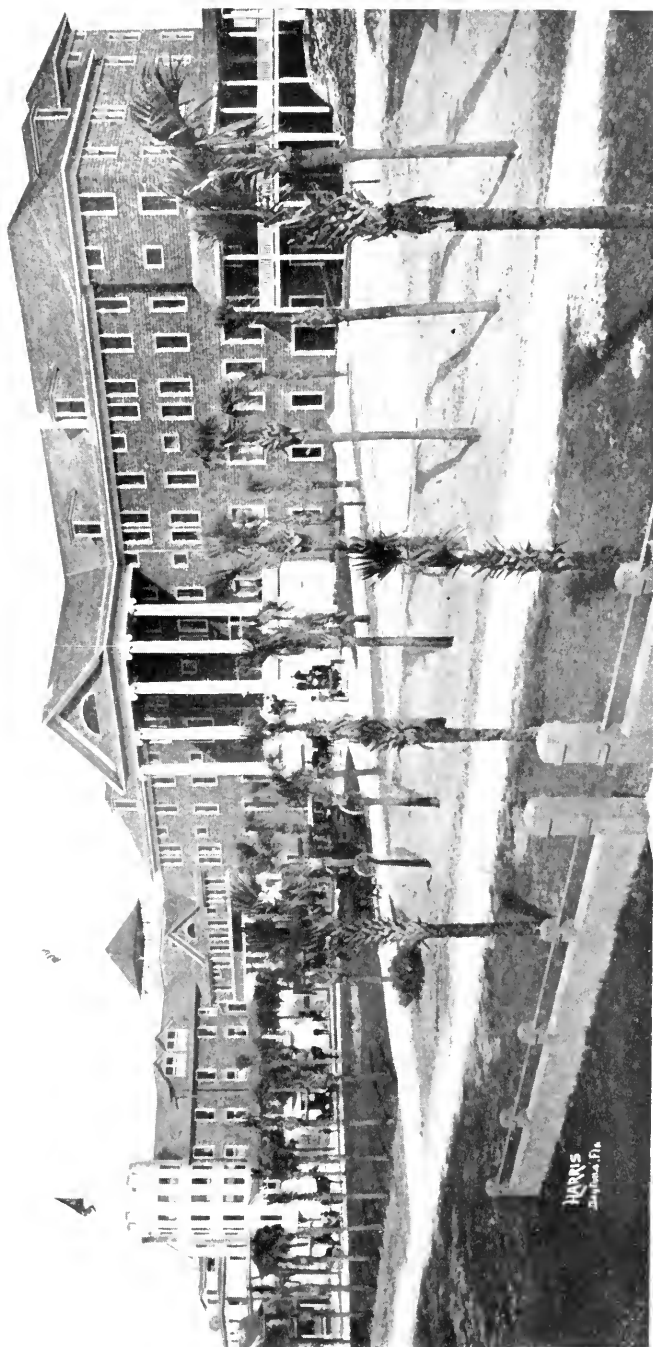
Passengers can secure stateroom berths in advance by letter or telegram to

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An Illustrated Summer Book, with map of the Catskills and complete list of Hotels and Boarding Houses, to be re-issued about May 1st, 1905, will be sent free on receipt of 8 cents postage. : : : : : : : :

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THIS GREAT ROUND WORLD OF OURS

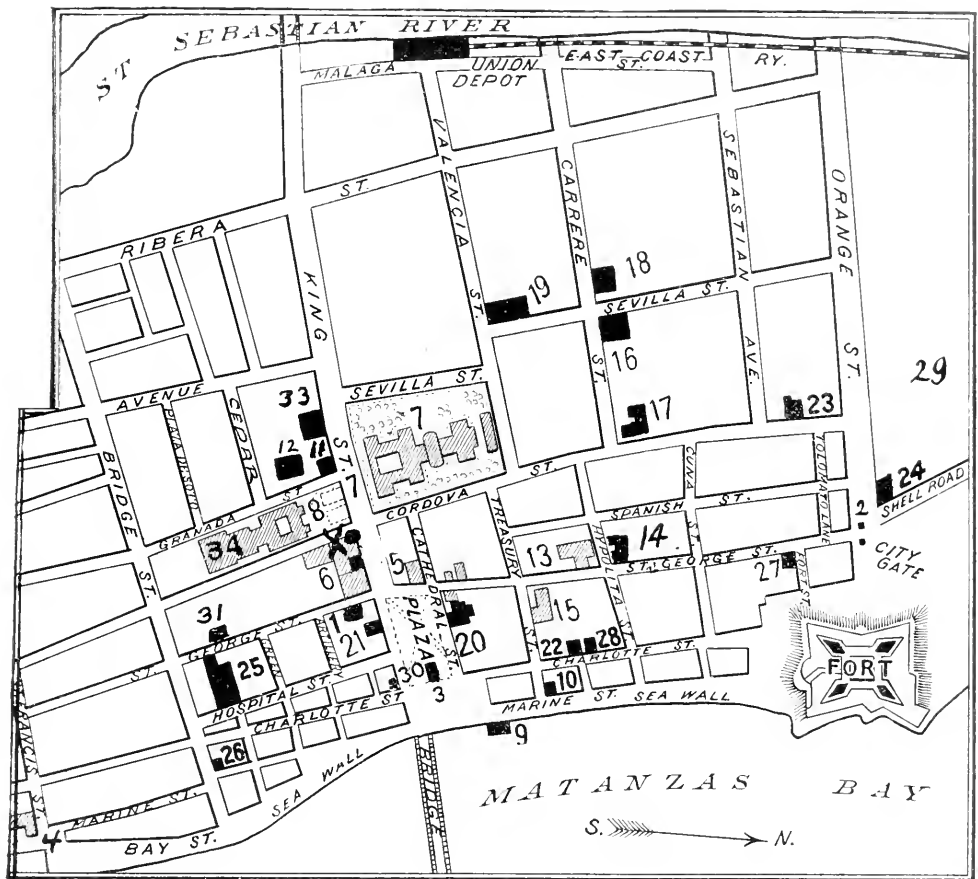
has one automobile tire that is very good—
the BEST—and its name is

CONTINENTAL

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STANDARD GUIDE MAP OF ST. AUGUSTINE. REFERENCES.

- | | |
|----------------------|----------------------------|
| 1. St. George Hotel. | 17. Methodist Church. |
| 2. Gateway. | 18. Baptist Church. |
| 3. Plaza Market. | 19. Presbyterian Church. |
| 4. Barracks. | 20. Cathedral. |
| 5. Post Office. | 21. Episcopal Church. |
| 6. Cordova. | 22. Osceola Club. |
| 7. Ponce de Leon. | 23. Old Catholic Cemetery. |
| 8. Alcazar. | 24. Cemetery. |
| 9. Yacht Club. | 25. St. Joseph's Convent. |
| 10. Vedder Museum. | 27. Abbey. |
| 11. Granada. | 28. Court House. |
| 12. Buckingham. | 29. Golf Club. |
| 13. Magnolia. | 30. Algonquin. |
| 14. City Building. | 31. Spear Mansion. |
| 15. Florida House. | 33. Villa Zorayda. |
| 16. Barcelona. | 34. Casino. |

X Standard Guide Information Bureau.



A SELECT
FAMILY HOTEL

HOTEL MAGNOLIA,

ST. AUGUSTINE,
FLORIDA

HOTEL MAGNOLIA is most pleasantly and centrally located on quaint old St. George St., but one short block from the Post Office, the Plaza and Ponce de Leon, and two blocks from the Casino. The extensive grounds with the broad piazzas and balconies make this hotel a favorite for all seeking rest and pleasure. 50 Rooms, with the Latest Improved Private Baths. Rates, \$3.00 to \$5.00 per day; special weekly or monthly.

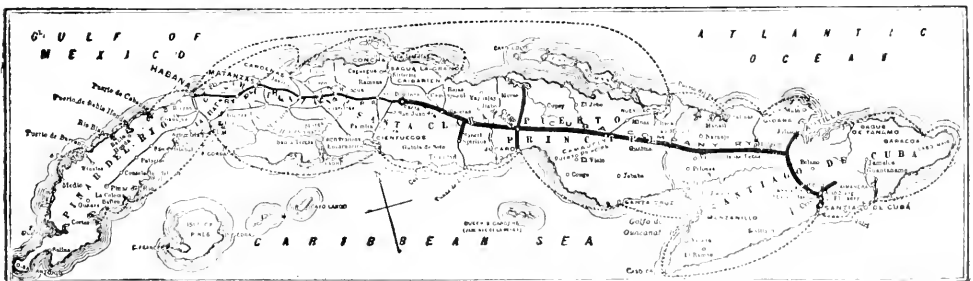
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PALMER & MacDOWELL, Proprietors.



Guaninicum Bridge and Sugar Cane Field—Cuba Railroad.

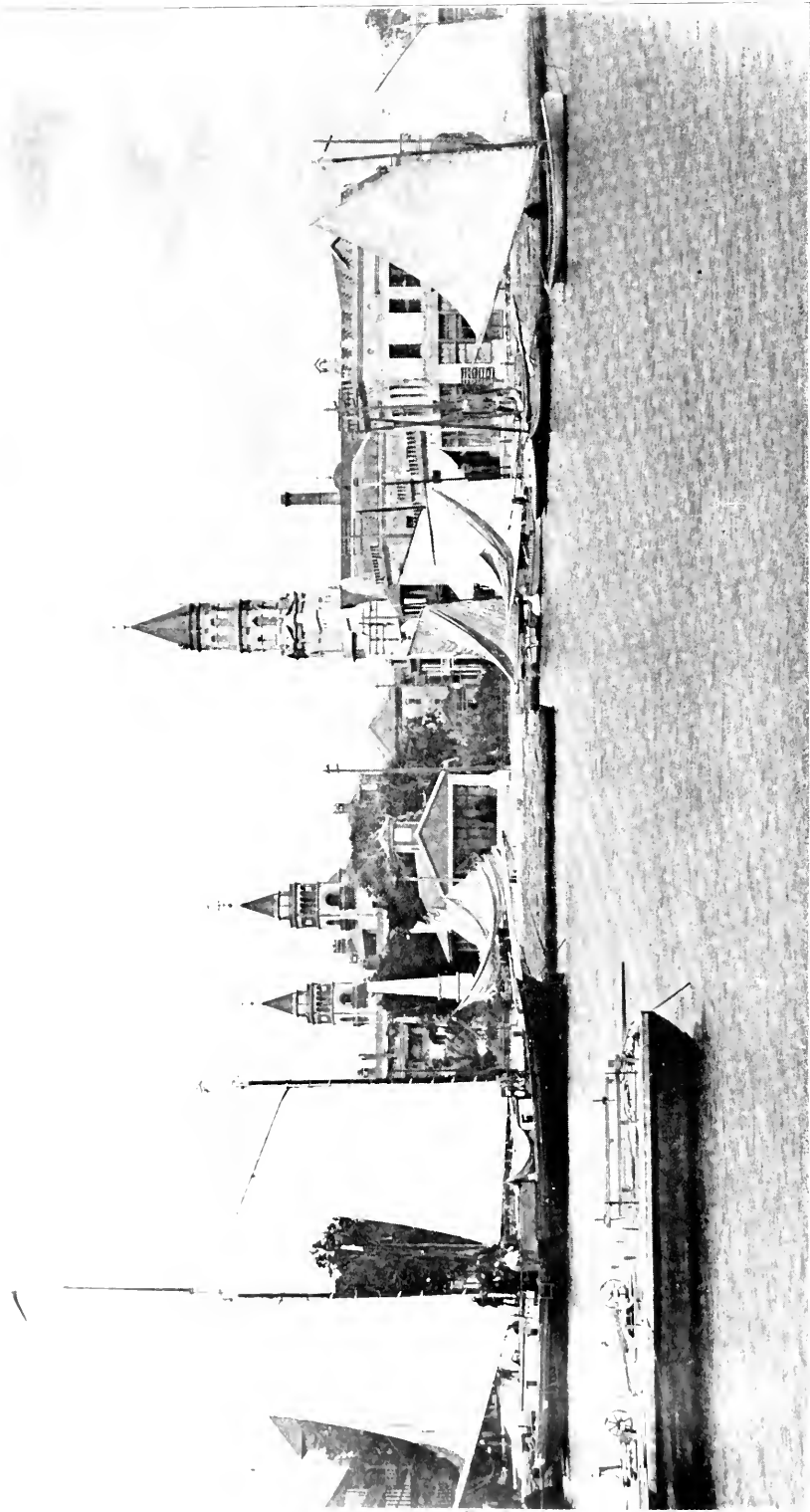
THE CUBA RAILROAD.

THIS new line, completing the railroad connection between Havana and Santiago and Antilla, on the Bay of Nipe, is of standard gauge, and similar in its construction and equipment to the better class of northern lines. All of its important bridges are of steel and masonry, and the line generally is rock-ballasted. The main line passes along the center of the eastern and wider half of Cuba, and opens up a matchless and most picturesque agricultural region, and passes through the tropical forests of mahogany, cedar, lignum vine, ebony and many other trees, hung with vines and millions of orchids. Palm trees of magnificent aspect and great variety abound everywhere. The famed Parana and Guinea grasses, covering most of the open districts and standing from six to twelve feet high, and green the year round, together with frequent running streams, make this an ideal cattle country. No food has to be put up, and no shelter is required. The rich soils everywhere are adapted to sugar, tobacco, cotton, corn and an endless variety of products. The swamps which occur at places along the coasts of Cuba are absent from the interior, which is high, dry and exceptionally healthy. The trade winds blow across Cuba every day, and bring to all parts fresh sea air; the extreme heat of northern summers is consequently unknown, and the humidity of other tropical countries is also unknown.



MAP OF THE CUBA RAILROAD.

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A MORNING IN ST. AUGUSTINE.

THE STANDARD GUIDE

ST. AUGUSTINE & EAST COAST
OF FLORIDA AND NASSAU.



WITH NINETY ILLUSTRATIONS

ST. AUGUSTINE, FLORIDA

FOSTER & REYNOLDS

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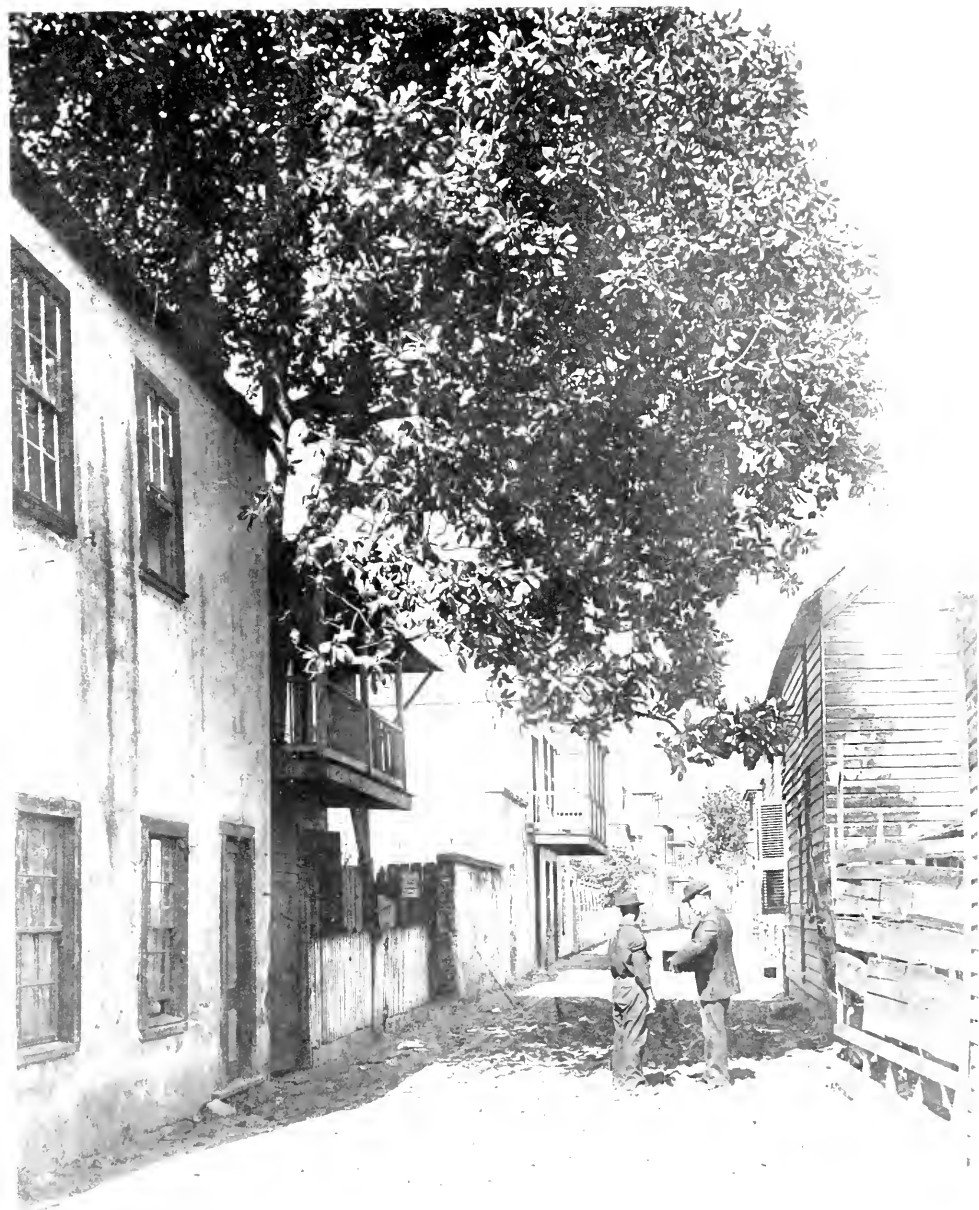
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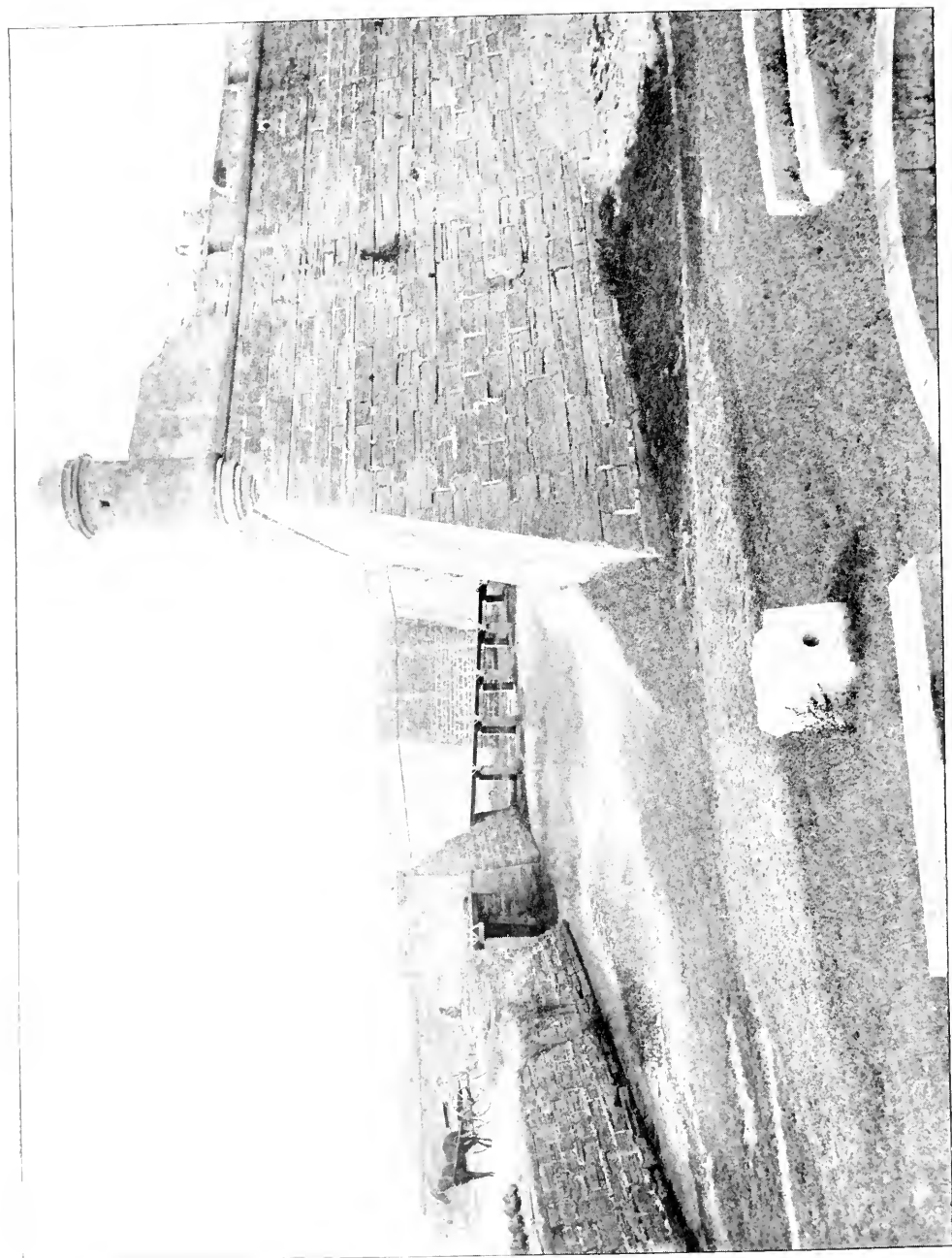
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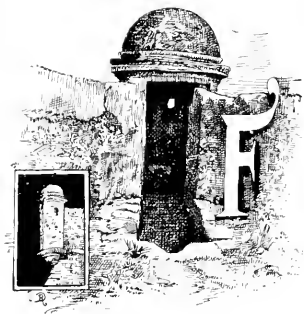
IN OLD ST. AUGUSTINE.



FORT MARION—BASTION AND MOAT.



ST. AUGUSTINE.



ORTIFICATION and defense were the first thought of the Spanish soldiers who founded St. Augustine; and for three centuries the most significant feature of the town, which greeted the eye of the traveler as he entered the harbor, was the forbidding and portentous mass of Fort San Marco, set here to challenge approach from sea. To-day, as the train emerges from the pines and palmettos, our first glimpse is of the towers of the great hotels, significant of welcome and hospitality. St. Augustine has become a fashionable winter resort, whose spacious hotels dominate the aspect of the surroundings, and in their luxury and magnificence have no equals in the world; it is the winter Newport, whose visitors are numbered by tens of thousands, whose private residences are distinguished for elegance and comfort. Year by year the city grows more beautiful, and with each innovation and transformation adds to its attractiveness. The old has been supplanted by the new, yet the town preserves a distinctive character all its own, and there is now more than ever before about the old city an indefinable charm which leads one's thoughts back to it again and gladdens the face that is once more turned toward Florida and St. Augustine.

The distances here are not great. Fort Marion and the Gateway on the north, the sea-wall on the water front, the Plaza in the center, with its Cathedral, the narrow streets, and the Barracks on the south—these are the features of the old town in which we shall be interested, and all lie within the limit of a mile. The principal streets run north and south; the cross streets at right angles, east and west. The main thoroughfare, St. George street, extends through the center of the town to the City Gate; from that point it is known as San Marco avenue.

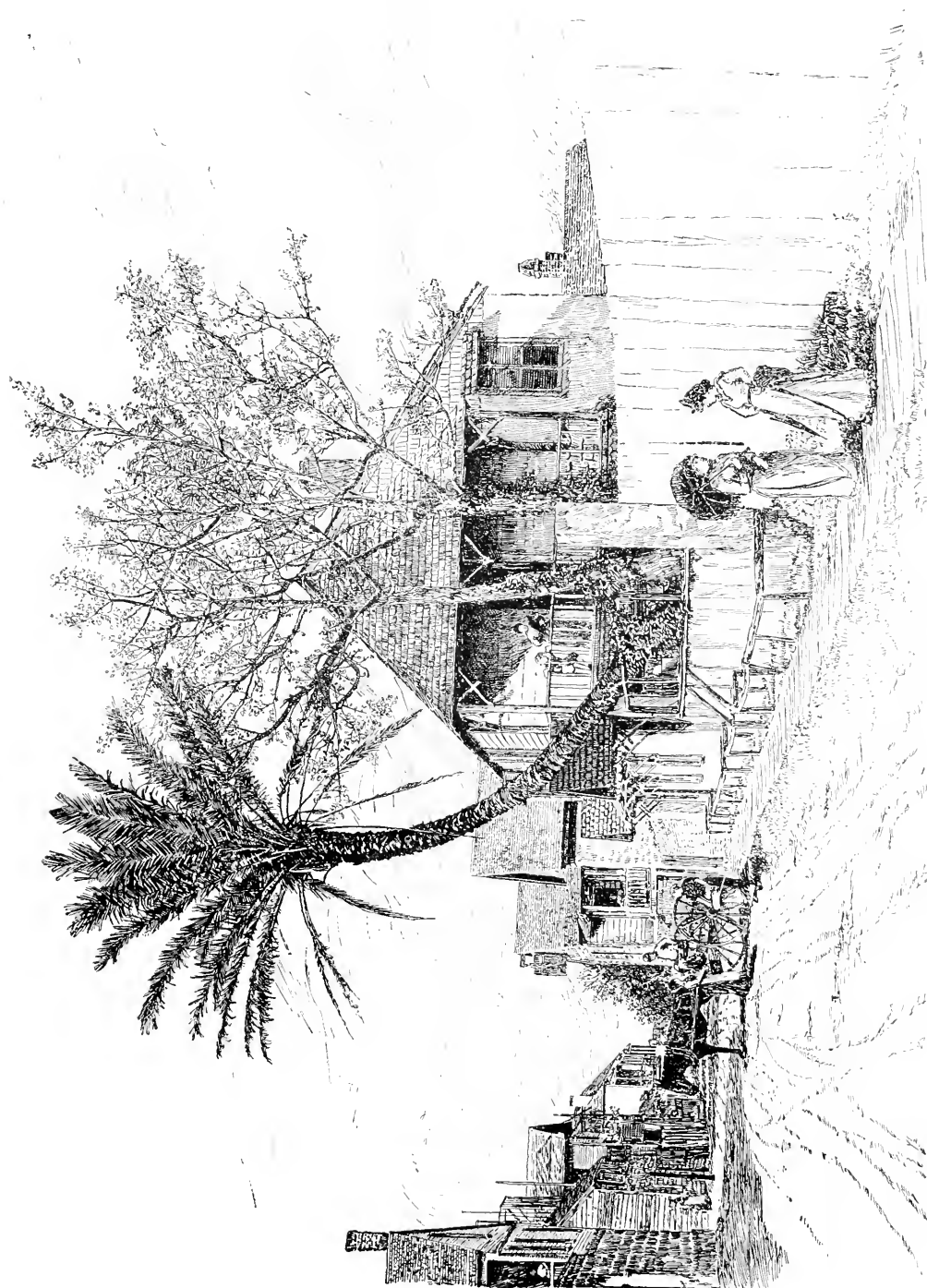


A BIT OF OLD ST. AUGUSTINE.

Treasury street, crossing St. George one block north of the Plaza, narrows at the east end to an alley, across which two persons may clasp hands. King street extends west from the Plaza to the St. Sebastian River. The narrow little streets, with their foreign names and foreign faces, their overhanging balconies and high garden walls, through whose open doors one caught glimpses of orange and fig and waving banana, were once among the quaint characteristics which made the old Florida town charming and peculiar among all American cities. But the picturesque streets, of which tourists delighted to write, have almost ceased to be a pleasing feature of St. Augustine. Some have been widened; and others, shorn of their quaintness, are ill adapted to the swelling traffic.

A portion of the native population, distinguished by dark eyes and dark complexions, is composed of MINORCANS. In 1760, during the British occupation, a colony of Minorcans and Majorcans from the Balearic Islands, in the Mediterranean Sea, were brought to New Smyrna, on the Indian River, south of St. Augustine, by an English planter named Turnbull. They were deceived by Turnbull and subjected to gross privations and

cruelty, and at last deserted New Smyrna in a body, came to St. Augustine, were



ST. FRANCIS STREET.

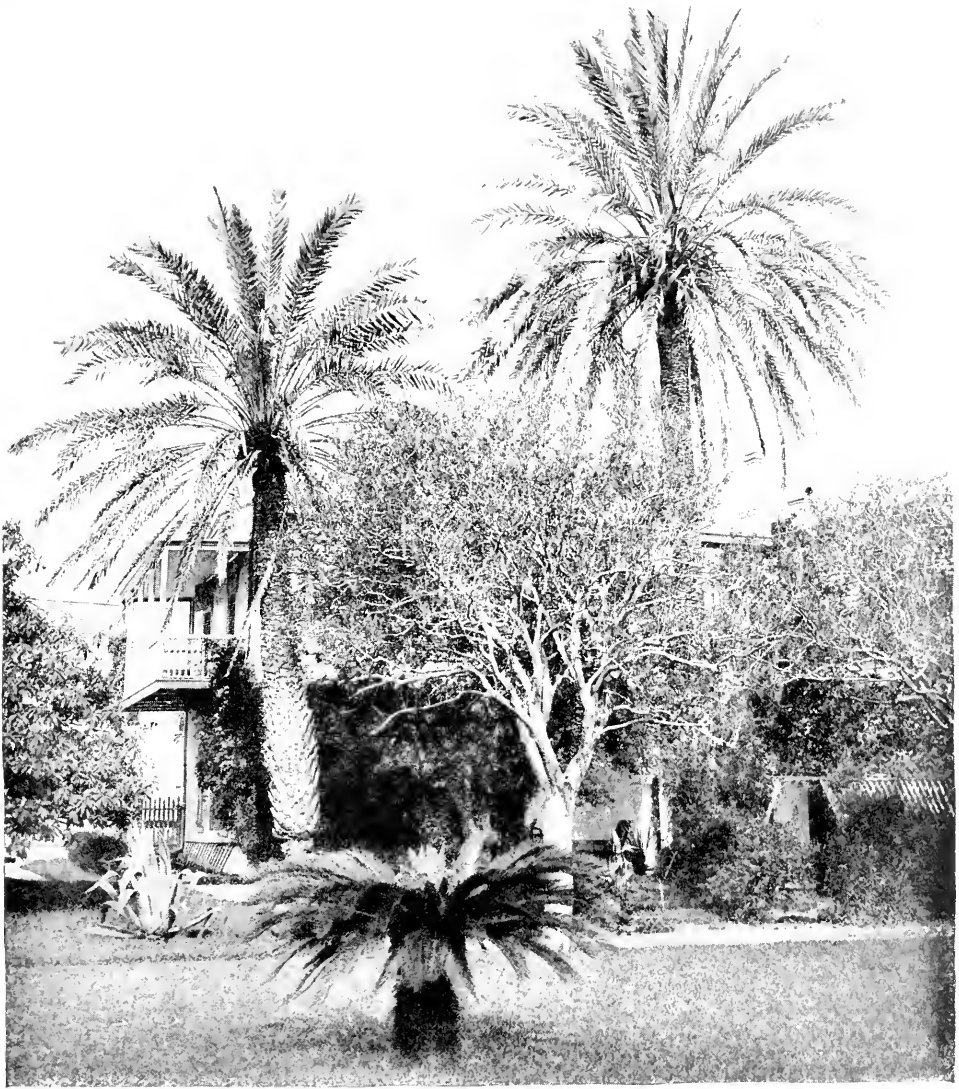


TREASURY STREET.
From Bay Street.

defended against the claims of Turnbull, received an allotment of land in the town, built palmetto-thatched cottages, and remained here after the English emigrated.

The Fort, the Gateway and the old houses are built of *COQUINA* (Spanish, signifying shellfish), a native rock found on Anastasia Island. It is composed of shells and shell fragments of great variety of form, color and size. Ages ago these were washed up in enormous quantities by the waves, just as masses of similar material are left now on the beach, where one may walk for miles through the loose fragments which under favorable conditions would in time form *coquina* stone. Cut off from the sea, the deposits are in time partially dissolved by rain water and cemented together.

The material of which the new hotels are built is a composition of sand, Portland cement and shells. A wall is constructed of successive layers of concrete; as each layer hardens a new one is poured in on top of it. When completed, the wall is one stone; indeed, the entire wall construction of a concrete building is one solid mass throughout—a monolith, with neither joint nor seam. The plastic material lends itself admirably to architectural and deco-



A GARDEN ON ST. GEORGE STREET.

rative purposes, and possesses the very important qualities of durability and immunity from destruction by fire. It was first employed in the VILLA ZORAYDA, worthy of note because of the architectural design and the elaborate manner in which the owner-architect has successfully developed his plan of an oriental building as appropriate to the latitude of Florida. The architecture throughout is Moorish, after sketches and photographs in Spain, Tangier and Algiers. Above



"THE OVERHANGING BALCONIES."

the front entrance is the inscription in Arabic letters: *W'a la ghalib illa lla*—"There is no conquerer but God"—the motto which is everywhere reproduced on the escutcheons and in the tracery of the Alhambra.

THE MEMORIAL PRESBYTERIAN CHURCH, erected in 1889 by Mr. H. M. Flagler, is an elaborate structure, in the style of the Venetian Renaissance, and in wealth of exterior decoration surpasses any other building in St. Augustine.

Ancient landmarks are disappearing, but the pillars of the CITY GATEWAY remain as notable monuments of the past. Inconsequential as the towers now appear, there was a time when they stood out bravely enough, and in their se-

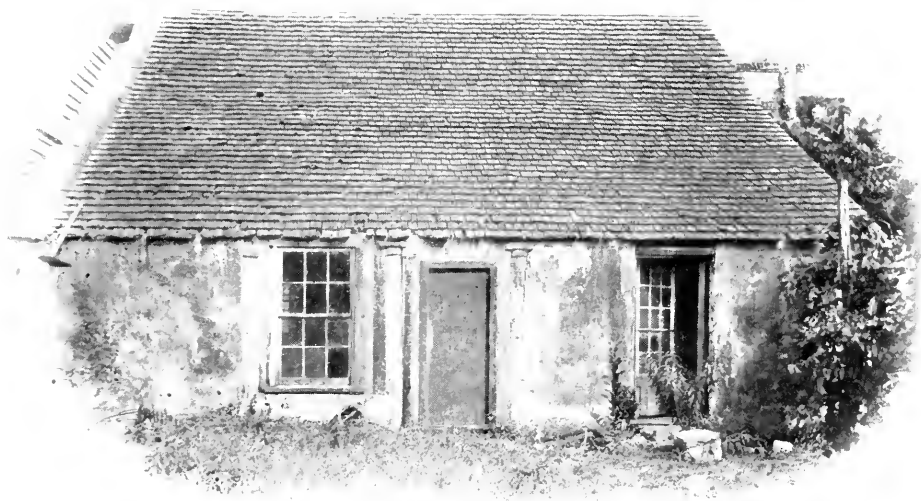
curity St. Augustine rejoiced. In those days they looked out upon a wilderness; the belated traveler hurried on to their shelter; and the town slept securely when the Barrier Gate was fast shut against the midnight approach of a foe from without. Stoutly their walls gave their strength when it was needed, and defended for the King of Spain his garrison town in Florida. They have witnessed many a narrow escape and many a gallant rescue. More than once have they trembled with the shock of assault, and more than once driven back the foe repulsed. To-day, dismantled and useless, out of keeping with the customs of the day and the spirit of the age, long since left behind by the outstretching town, the picturesque old ruins linger as cherished landmarks. Here we are on historic ground.

The gateway is the only conspicuous relic of the elaborate system of fortifications which once defended St. Augustine. The town being on a narrow peninsula running south, an enemy could approach by land only from the north. Across this northern boundary, east and west, from water to water, ran lines of fortification, which effectually barred approach. From the fort a deep ditch extended to the St. Sebastian; and was defended by a high parapet, with redoubts and batteries. The ditch was flooded at high tide. Entrance to the town was by a draw-



"LINGER AS CHERISHED LANDMARKS."

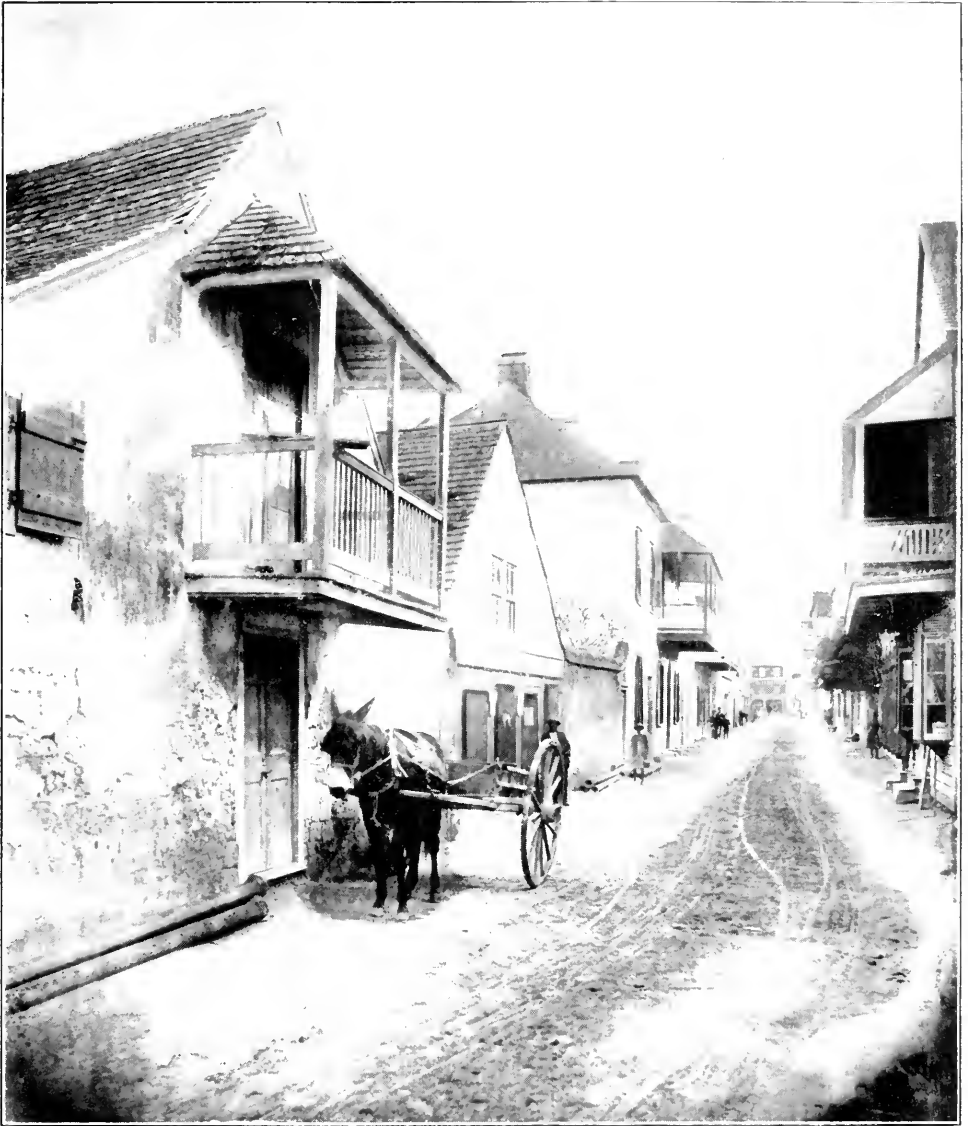
bridge across the moat and through the gate. Earthworks extended along the St. Sebastian River in the rear (west) of the town, and around to the Matanzas again on the south. The gate was closed at night. Guards were stationed in the sentry boxes. Just within the gate was a guard house, with a detachment of troops. When the sunset gun was fired, the bridge was raised, the gate was barred, and the guards took their stations. When once the gate was closed, the belated wayfarer, be he citizen or stranger, must make the best of it without the town until morning.



THE OLD HOUSE ON ST. GEORGE STREET.



THE OLD HOUSE ON ST. GEORGE STREET.

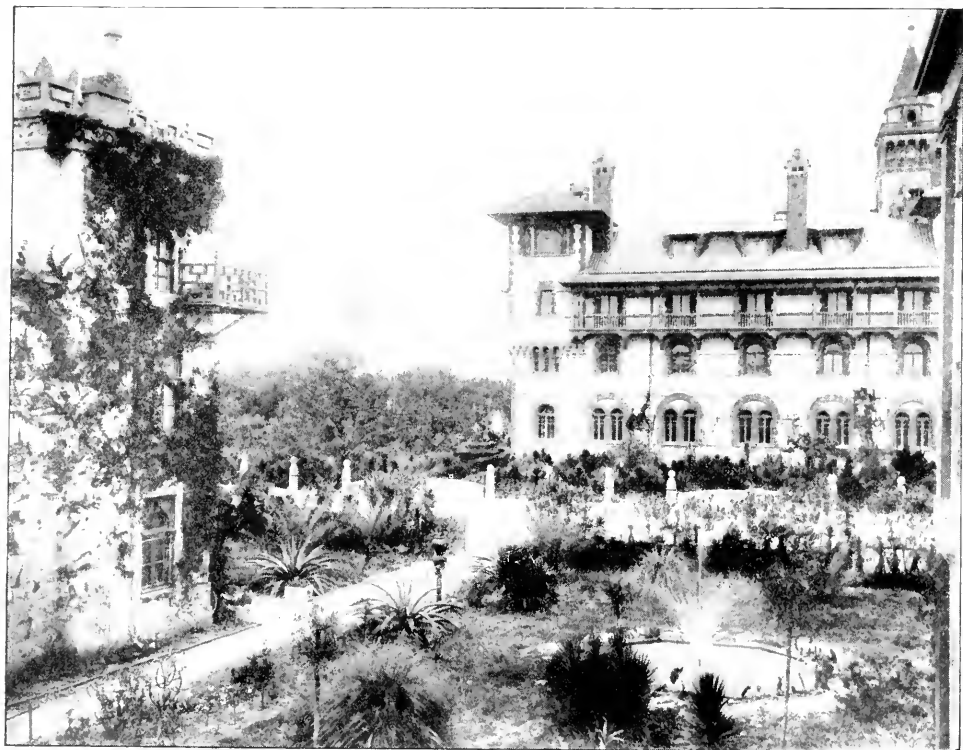


CHARLOTTE STREET, ST. AUGUSTINE.

The PLAZA is a pleasing bit of greensward in the center of the town. It is a public park of shrubbery and shade trees, with monuments and fountains, an antiquated market place inviting one to loiter, and an outlook to the east over the bay and Anastasia Island to the sails of ships at sea. The open structure on the east end of the Plaza is commonly pointed out as the "old slave pen," or "SLAVE

MARKET," and it is sometimes alleged to have been of Spanish origin. It never was used as a "slave pen," nor as a "slave market," nor had the Spaniards anything to do with it, for they had left the country twenty years before it was built. The market was built in 1840, for the sale of meat and other food supplies, and it was devoted to that use.

It was not until the influx of curiosity-seeking tourists, after the Civil War, that any one thought of dubbing the Plaza market a "slave market." The name was



THE NEW ST. AUGUSTINE.

invented by a photographer in order to sell his photographs. The "slave market," "Huguenot Cemetery" and "oldest house" yarns have been told so often to credulous visitors that there are now some residents of St. Augustine who actually almost believe the stories themselves; but the facts are that St. Augustine never had a slave market nor a Huguenot cemetery, and that no one knows which house is the oldest.

The park takes the name of Plaza de la Constitucion from the monument erected here by the Spaniards in 1813 to commemorate the adoption of a liberal



MEMORIAL PRESBYTERIAN CHURCH.

constitution by the Spanish Cortes. The Plaza monument to the Confederate dead was erected in 1872 by the Ladies' Memorial Association.

Facing the Plaza on the west is the Post Office; the east end is open to the bay. On the south rises the spire of Trinity Church. On the north is St. JOSEPH'S



PLAZA AND CATHEDRAL.



GROUNDS OF THE BUCKINGHAM LOOKING TOWARD THE ALCAZAR.

CATHEDRAL, completed in 1791, burned in 1887 and rebuilt and enlarged in 1887-88. One of the original bells bears the inscription "SANCTE · JOSEPH · ORA · PRO · NOBIS · D · 1682."

Extending from Fort Marion south along the water front to the United States barracks stands a SEA-WALL of coquina capped with New England granite. It affords a necessary protection against the encroachment of the sea; the site of St. Augustine is so low that under certain conditions of wind and tide the waves would inundate much of the town. In heavy east storms the water dashes over the top of the wall. The need of such a barrier against the sea was recognized at an early time. There is a touch of the humorous side of history in the spectacle of Spain, having chosen this bit of Florida soil for a town, building first a fort to defend it from invaders, and then a wall to protect it from the inroads of the sea. The present wall was built by the United States, in 1835-42, as a complement to the repairs of Fort Marion, at an expense of \$100,000. The length is $\frac{3}{4}$ mile, the height 10 feet.

Complementing the battlements and watch-towers of Fort Marion on the north, the ST. FRANCIS BARRACKS stand out conspicuously at the south end of the sea-wall facing the Mantanzas. They take the name from the Franciscan Convent, whose former site they occupy. The old building has been greatly modified by the

United States Government, although not entirely rebuilt; and some of the original coquina walls of the convent remain.

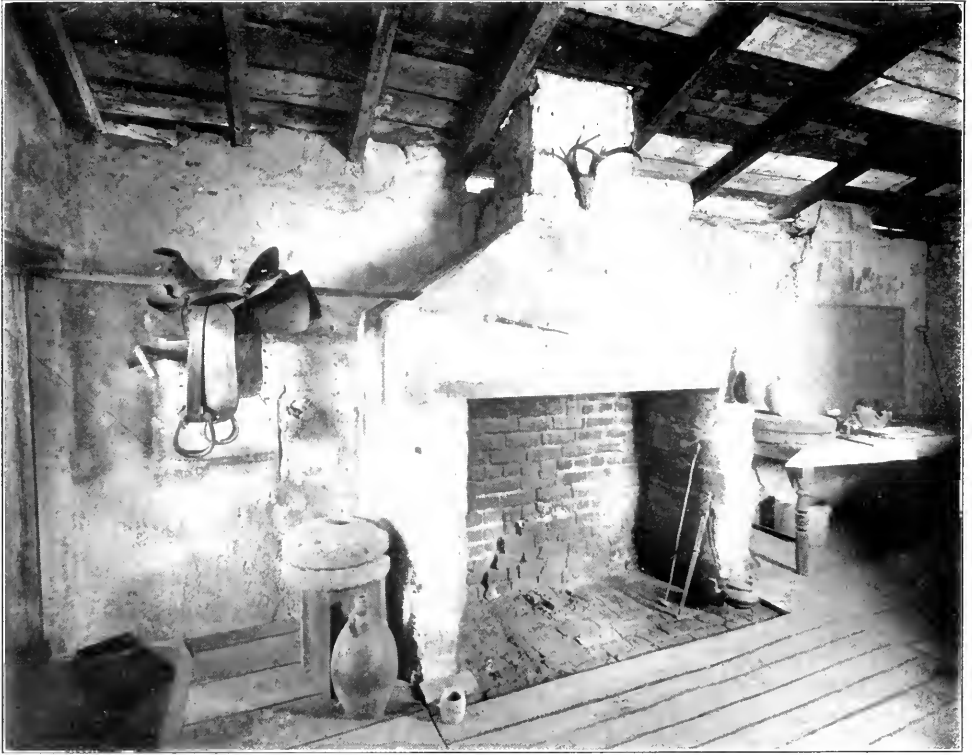
A short distance south of the Barracks is the MILITARY CEMETERY, where are three low pyramids of masonry forming the tombs of officers and men who lost their lives in the Seminole War. The memorial shaft is commonly spoken of as



ST. GEORGE STREET.

Showing the Hotel Magnolia.

"Dade's Monument," because more than one hundred of the soldiers interred here were those who perished in the "Dade Massacre," one of the most tragic incidents of the Seminole War. In August, 1835, Major Dade and a command of troops, 110 all told, were on their way from Fort Brooke to Fort King. At half past nine o'clock, Friday morning, August 28, they were marching through an open pine barren, four miles from the Great Wahoo Swamp, when they were fired on by a band of Seminoles in ambush, and all but three were killed.



THE OLD FIREPLACE IN THE VEDDER MUSEUM.

The scope of the influence of the St. Augustine Institute of Science and Historical Society has been greatly enlarged by the purchase of the well-known Vedder Collection in Natural History. This collection, to which the late Dr. Vedder had devoted many years of his life, covers very completely the natural history of Florida. And now that this has been added to the Geological Archeological, Mineralogical and Historical Collection, the Society has a solid foundation that will eventually develop into a collection of the greatest value to both the man of science and the historian as well. It is the only attempt of the kind made anywhere in the State of Florida, and as such deserves the most hearty support both from the citizens of Florida and from those who seek the State and city for health and pleasure. The fact that the Museum is in an old historic house that has never been remodeled gives an added attraction to the sightseer and antiquarian. Our illustration shows one of the Museum rooms containing the old fireplace just as it has been used for so many years. As one of the coquina houses of a type that is rapidly disappearing, the building itself is worth visiting. The Museum is on Bay street at the corner of Treasury street, one block north from the Plaza.



THE VILLA ZORAYDA.



THE FLORIDA HOUSE.



FORT MARION LOOKING TOWARD THE SEA.

FORT MARION is at the north end of the sea-wall and commands the harbor. It is open daily (admission free) from 8 A. M. to 4 P. M. Afternoon is the most pleasant time for seeing the fort. The sergeant in charge conducts visitors through the casemates.

The fort, which is the only example of mediæval fortification on this continent, is a fine specimen of the art of military engineering as developed at the time of its construction. It is a massive structure of coquina stone, with curtains, bastions, moat and outworks.

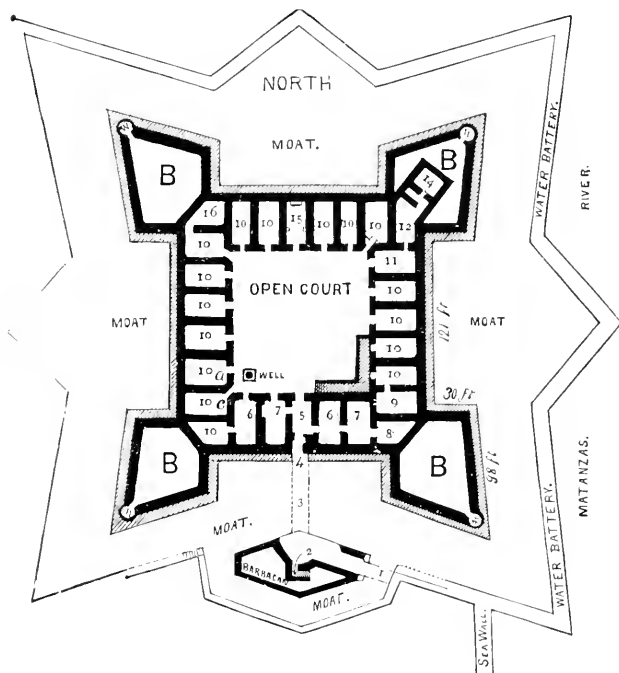
Surrounding the fort on the three land sides is an immense artificial hill of earth, called the glacis. From the crest of the glacis on the southeast, a bridge, formerly a drawbridge, leads across part of the moat to the barbican. The barbican is a fortification, surrounded by the moat, directly in front of the fort entrance, which it was designed to protect. In the barbican at the stairway are the Arms of Spain. A second bridge, originally a drawbridge, leads from the barbican across the wide moat to the sally-port, which is the only entrance to the fort. This was provided with a heavy door, called the portecullis. On the outer wall, above the sally-port, is the escutcheon, bearing the Arms of Spain; and the Spanish legend, which read:

REYNANDO EN ESPAÑA EL SEÑOR DON FERNANDO SEXTO Y SIENDO GOVERNOR Y CAPITAN DE
ESA CIUDAD SAN AGUSTIN DE LA FLORIDA E SUS PROVINCIAS EL MARESCAL DE CAMPO DON ALONZO
FERNANDO HEREDA ASI CONCLUIO ESTE CASTILLO EL ANO DE 1756 DIRIGIENDO LAS OBRAS
EL CAPITAN INGENIERO DON PEDRO DE BROZAS Y GARAY

"Don Ferdinand VI., being King of Spain, and the Field Marshal Don Alonzo Fernando Hereda being Governor and Captain-General of this place, San Augustin of Florida, and its province, this fort was finished in the year 1756. The works were directed by the Captain-Engineer Don Pedro de Brozas of Garay."

Within the fort on the right of the entrance hall is the old bake room, and beyond this are two dark chambers, which were used for storage. On the left is the guards' room. The hall opens upon a large square court (103 by 109 feet). Around this court are casemates or rooms which were used for barracks, messrooms, storerooms, etc. Some of the casemates were divided into lower and upper apartments. A beam of light is admitted through a narrow window or embrasure, high up near the arched ceiling. From the first east casemate a door leads back into an interior dark room. From the furthest casemate on the same side an entrance leads back into a dark chamber, off from which a narrow passage leads through a wall 5 feet deep into a space 6 feet wide; and from this a low aperture 2 feet square gives access through another wall 5 feet deep, into an innermost vault or chamber, which is 19½ feet long, 13-2-3 feet broad, and 8 feet high. The arched roof is of solid masonry. There is no other outlet than the single aperture. This is the so-called "dungeon" of Fort Marion. It was designed for a powder magazine or bomb-proof. When the fort was in repair the chamber was dry and fit for use as a safe deposit for explosives; but when the water from above percolated through the coquina, this bomb-proof or powder magazine became damp and unwholesome. For this reason it was no longer used except as a place to throw rubbish into. Then it bred fevers, and finally, as a sanitary measure, the Spaniards walled it up, and the middle room as well. They did this in the readiest way by closing the

entrances with coquina masonry. When the United States came into possession of the fort the officers stationed here did not suspect the existence of these disused chambers, although among the residents of the town were men who had knowledge of them and of their prosaic use as deposits for rubbish. One of these residents once related to the writer his recollection of the disused powder magazine, as he was familiar with it when, as a boy, he was employed at the fort. In 1839 the masonry above the middle chamber caved in, and while the engineers were making repairs the closed entrance to the innermost chamber was noticed, and investigation led to its discovery. Refuse and rubbish were found there. The report was given out—whether at the time or later—that in this rubbish were some bones. From this insignificant beginning the myth-makers evolved first the tale that the bones were human, then they added a rusty chain and a staple in the wall, a gold ring on one



PLAN OF FORT MARION.

1, bridge from barbican to glacis. 2, stairway to barbican. 3, bridge over moat. 4, sally-port. 5, hall. 6, bake room. 7, 8, dark rooms. 7 (left), guards' room. 9, interior dark room. 10, 10, casemates. 11, casemate. 12, interior dark room. 14, bomb-proof. 15, chapel. 16, dark room. 10a, treasurer's room. 10c, casemate from which Coacoochee escaped. B, bastion. W, water-tower.



CHAPEL ENTRANCE AND CASEMATES.

The four walls of the fort between the bastions are the curtains. The walls are 9 feet thick at base, $4\frac{1}{2}$ at top, and 25 feet high above the present moat level. The bastions are filled

with the skeleton's finger, instruments of torture, iron cages, a pair of boots, and a Spanish Inquisition tale of horror. Facing the court on the north is the chapel. In the wall of the court opposite, the French astronomers who came here in 1879 to observe the transit of Venus have left a marble tablet in commemoration of their visit. In the northwest bastion is another dark room. Casemate 10c is known as "Coacoochee's cell." Coacoochee was a Seminole chief, who at one time during the Seminole War was confined here; and with a companion made his escape by squeezing through the embrasure and dropping to the moat. The Seminole chief Osceola was also a prisoner in Fort Marion, whence he was removed to Fort Moultrie, in Charleston Harbor, where he died.

From the court a stone ascent leads up to the terreplein of the ramparts. This ascent was originally an inclined plane for artillery. At the outer angle of each bastion is a sentry box.



COURT OF FORT MARION.



THE SEMINOLE CHIEF OSCEOLA

with earth. The fort is surrounded by a moat, 40 feet wide, formerly deeper than at present, with a cemented concrete floor, and flooded from the bay at high tide. Along the outer edge of the moat are narrow level spaces called covered-ways; and wider levels called places-of-arms, where artillery was mounted and the troops gathered, protected by the outer wall or parapet, from which slopes the glacis. The fortification of stone (water battery) in front was built by the United States in 1842. The small brick building (hot shot furnace) in the moat dates from 1844.

In different forms and bearing different names, the fort has been established more than three centuries. For two hundred years the fort was St. Augustine, and St. Augustine was Florida. At first a rude and temporary structure of pine logs,

the fortification expanded in magnitude until it developed into the great stone fortress. In the years of its building the progress of such a work was slow. Convicts from Spain and Mexico, and Indians and slaves, quarried the stone on Anastasia Island, ferried it across the bay, and toiled at the walls; and it was not until the year 1756 that the work was considered finished. The story goes that the King of Spain, counting up the cost, fancied that the fort must have been built



RUINS OF SPANISH FORT AT MATANZAS INLET.

of gold; and we may well imagine that successive Governors-General filled their pockets out of the job and went home rich men.

The walls are built of coquina, which in its day was considered a very excellent material for this purpose, since cannon balls would sink into the wall without shattering it as they would harder stone. On the sea front of the southwest bastion are crevices, which according to local tradition were caused by British cannon balls from the opposite shore when the town was besieged by Oglethorpe, who in 1740 landed a force on Anastasia Island and bombarded the fort for forty days. In that age of crude artillery the coquina bastions were capable of withstanding a much more serious attack than that of Oglethorpe's batteries; but the art of war has changed since then, and Fort Marion would quickly be shattered by modern guns.

Shortly after coming into the possession of the United States, the fort was named Fort Marion, in honor of the Revolutionary hero, General Francis Marion.

ST. ANASTASIA ISLAND, lying in front of the town, between bay and ocean, is a favorite resort for excursion parties, and has many attractions for the tourist. The most pleasant time for a visit is the afternoon. The route is by bridge from King street, and rail, drive or cycle path. The LIGHTHOUSE is usually open to visitors. The light is a fixed white and revolving flash light, flashing once every 3 minutes, and is visible 19 miles. The purpose of the variability of the light is to render it distinguishable from others. Thus, while the St. Augustine light is a fixed white light varied by a flash every 3 minutes, the St. Johns River light, the next one north, is a fixed white light; and the Cape Canaveral light, the second one south, flashes every minute. The black and white spiral stripes, which make the tower look like a grotesque Brobdingnagian barber's pole, distinguish it from others by day; the tower of the St. Johns River light is red; that of the Cape Canaveral light has black and white horizontal bands.

Anastasia Island extends from St. Augustine south 12 miles to MATANZAS INLET, where there are picturesque ruins of an old Spanish fort which defended the sea approach to the town from the south. The name Matanzas (from the Spanish *Matanza*—slaughter) commemorates the massacre of the Huguenots, which occurred here in the year 1565, an event connected with the founding of St. Augustine by Pedro Menendez. The French Huguenots had established a settlement on the River St. Johns, and in 1565 Menendez came with a Spanish force to drive them out. He landed at the Indian village of Seloy, and on its site founded St. Augustine. The French, leaving a garrison in their Fort Caroline, sailed to attack St. Augustine, but their ships were driven south by a storm. Thereupon Menendez marched to the St. Johns, captured the French fort and put the garrison to death. Upon his return to St. Augustine he learned that the French fleet had been wrecked on the coast. He proceeded south to this inlet, discovered the Frenchmen on the other side, and by false promises induced them to surrender and deliver up their arms. Then he sent them boats, brought them over in small bands at a time, bound them, blindfolded them, led them behind the sand hills, and there in the name of religion put them to death.



FORT MARION—THE WATER BATTERY.



THE PONCE DE LEON.
From Photo by W. H. Jackson, Photo and Pub. Co., Denver.

It has been the fashion in describing St. Augustine to lay emphasis on its Spanish character. With the one exception of the fort, however, no specially notable example of Spanish architecture was to be found here. Throughout the entire period of its rule from Madrid the town appears to have been always poor, as the Boucaniers found it in the middle of the seventeenth century. And yea no



COURT OF THE PONCE DE LEON.

natural conditions were wanting. The sky above St. Augustine arches as delicately blue and soft as that of Seville. The sunlight is as warm and as golden as that which floods the patios of Spanish Alcazars. The Florida heavens are as radiantly brilliant by night, and the full moon floats as luminously above the Atlantic coast, as where the pinnacles and minarets of Valencia glitter in its beams on the Mediterranean shore. Add to these natural adaptations the historic associations of Spain and the Spaniards, and there is little room for wonder that the visitor looked for some architectural monuments other than gloomy fortifications to commemorate the dignity and pride of the ancient Spanish rule.

Some such reflections as these, perhaps, prompted the designers of the projected PONCE DE LEÓN to look to the architecture of Spain for the style most appropriate for the structure. They found it in the Spanish Renaissance; and this was well chosen, for it was the style of which the development coincided with the most glorious period of Spanish history.

The historic symbolism of the decoration is to be observed at the very gateway of the court in the lion's masque which ornaments each of the gateposts. It is the heraldic lion of Leon, that sturdy Spanish town which so long and so bravely withstood the Moors; and an emblem, too, of the doughty warrior, Juan Ponce de Leon, proclaimed in his epitaph "a lion in name and a lion in heart." Above the arch of the gateway, repeated in the spandrels of the panel arches, is the stag's head, which was the sacred totem of Seloy, the Indian village on whose site St. Augustine was built. From the gateway of the court the towers are seen for the first time in their full proportions. Each side of the square tower is pierced near the top with an arched window, opening upon a balcony, reminding us of the balconies of Mohammedan mosques; and from them, at morning, noon or nightfall, we might almost expect to hear the muezzin's call to prayer. Crossing the court, past the fountain, we approach the grand entrance. This is a full-centered arch, 20 feet wide. Around the face of the arch, in a broad band, carved in relief on a row of shields, a letter to a shield, runs the legend, *Ponce de Leon*. Garlands depend from the shields, which are supported by mermaids. This is another suggestion of the sea as the source whence came the shell composite of the hotel walls; and also of the sea as the field of Ponce de Leon's achievements. The suggestion is further emphasized in the shell-pattern in the spandrels of the arch, and yet again in the marine devices of the coats-of-arms on the two shields. The other entrances, on the east and west, should have attention before we leave the court. In the wall, on each side of the doorway, is a deep fountain niche. The water issues from the mouth of a dolphin. Above the door, in the key of the arch, is a shield with a shell device, and medallions with Spanish proverbs occupy the spandrels. The dolphins of the fountain niches have special appropriateness; they are not only typical of the sea, but have a local significance as well, for the bay of St. Augustine once bore the name River of Dolphins, given it by Laudonnière, the Huguenot captain, who anchored his ships here in 1564. The allusion to the sea, in the dolphins and the shells, is a motive repeated again and again throughout the hotel; even the door knobs are modeled after shells.

While the decorations of the rotunda are true to the Spanish Renaissance style, the motives for them have been found in the Spain and the Florida of the sixteenth century; the symbolism is of the spirit of that age and the impulses which then held sway. Painted on the pendentives of the cove ceiling of the second story are female figures typical of Adventure, Discovery, Conquest, Civilization. Four other figures represent the elements, Earth, Air, Fire, and Water. The decorations in the penetrations are lyres, with swans on either side. The lyres are surmounted alternately by a masque of the Sun god of the Florida



A TOJETTI FRESKO.

Indians, and by the badge of the most illustrious order of Spanish knighthood, the Golden Fleece, depending from its flint-stone, surrounded by flames of gold. Where this appears, the design of the border is the Collar of the Golden Fleece, the chain of double steels interlaced with flint-stones.

Below in the spandrels of the corridor arches is seen the stag's head, the barbaric emblem of the Sun-worshipping Indians. Shields bear the arms of the present provinces of Spain, and on cartouches are emblazoned the names of the great discoverers of America. Cornucopias are favorite forms here, as elsewhere throughout the hotel.

The upper dome is modeled in high relief; around its base dances a band of laughing Cupids; between these figures are circular openings; and the vault above is all modeled with delicate tracery of pure white and gold effects; casques and sails signify the military and maritime achievements of Spain; and the crown of the dome is surrounded with eagles.

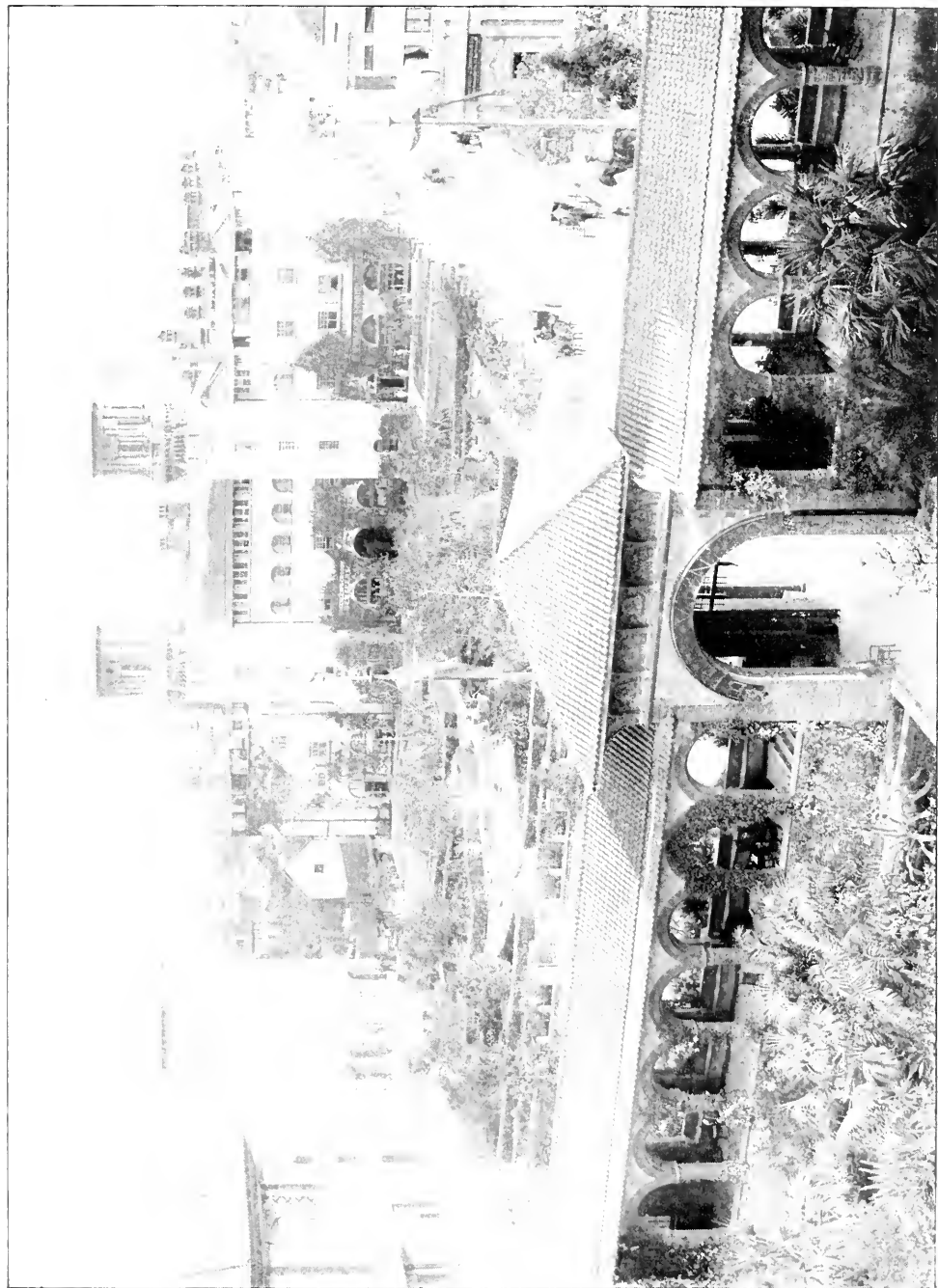


A TOJETTI FRESCO.

A broad stairway of marble and Mexican onyx leads to a landing, from which is entered the dining hall. In delightfully antique letters set in mosaic in the floor of the landing is the aptly chosen verse of welcome, taken from Shenstone:

Whoe'er has travell'd life's dull round,
Where'er his stages may have been,
May sigh to think he still has found
The warmest welcome at an inn.

On each end, north and south, of the central dining hall is a panel of dancing Cupids, with roguish faces and outstretched hands, representing the feast, some extend clusters of luscious grapes, and bread and cups of wine in welcome to the guests, while others ladle steaming *olla* from great Spanish *calderons*. On the wall above are pictured ships of Spain, with sails full set and gracefully waving streamers and pennants; they are the high-pooed Spanish caravels of the sixteenth century, just such vessels as that in which Ponce de Leon came to Florida in his search for the fountain. On the pendentives between the stained-glass windows, allegorical paintings represent the Four Seasons. The grand parlor decorations are in ivory-white and gold, with frescoes by Tojetti of Cupids and garlands and filmy drapery amid clouds in the corner ceilings.

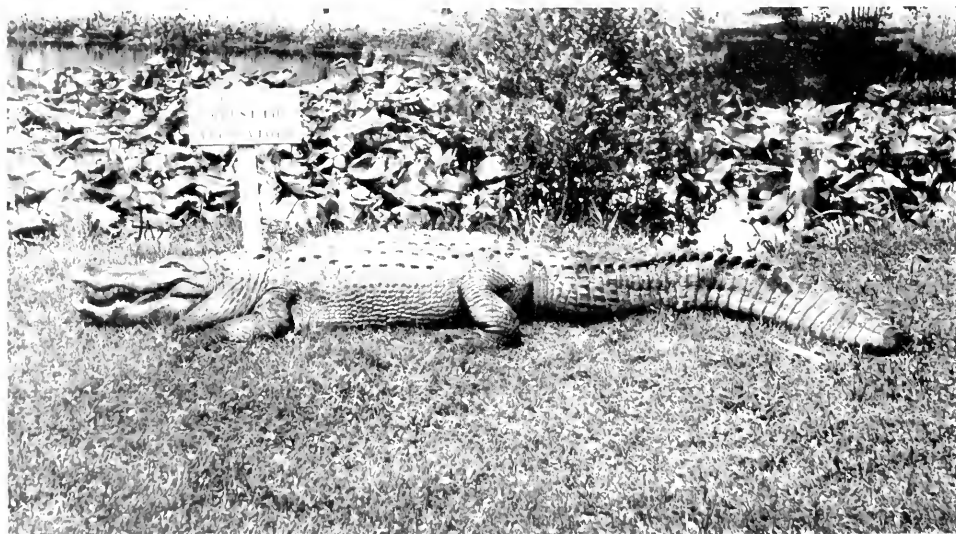


THE ALCAZAR.
From Photo by W. H. Jackson, Photo and Pub. Co., Denver.

On the south side of King street, opposite the Ponce de Leon, is the ALCAZAR, an adjunct of the hotel, and in architecture a fitting complement of it. The Alcazar is of Spanish Renaissance style, and of a design which, like that of the Ponce de Leon, is original throughout. Within is a court of flowers, shrubbery and vines, with a fountain playing in the center. The court—not unworthy to be compared with the patios of the Alcazars in Spain—is surrounded by an arcade, upon which open shops and offices. Beyond is the Casino, in which are the great swimming pools of sulphur water from the artesian wells.

The group of concrete hotels on the Alameda is completed by the HOTEL CORDOVA. In style it does not follow the Spanish Renaissance architecture; the suggestions for the heavy walls and battlemented towers were found in the strong castles and town defenses of Spain; it recalls those architectural monuments of the warring ages of the past; vast piles of masonry, which grew with the increments of hundreds of years, amid the conflicts of Roman and Goth and Moor and Christian. Thus the archway on the north façade, formerly a gateway, flanked by massive towers round and square, was an adaptation of the Puerto del Sol, or Gate of the Sun, of Toledo, one of the famous remains of the Moorish dominion in Spain. The balconies of the lower range of windows are the "kneeling balconies" of Seville, so called because the protruding base was devised by Michael Angelo to permit the faithful to kneel at the passing of religious festivals.

The Cordova and the Villa Zorayda were designed and built by Mr. Franklin W. Smith, who built also the House of Pansa, Saratoga, and is widely known as the originator of proposed Galleries of History and Art at Washington, for the promotion of which he has built the Halls of the Ancients in that city.



"BIG JOE"—WATERWORKS PARK.
Copyright, 1901, by The Rotograph Co



HOTEL CORDOVA, ALCAZAR ANNEX—CORDOVA CORNER.

THERE are several pleasant drives about the city. One of these is through the gateway to the north, "around the horn," and return by the St. Sebastian. The time is an hour, and the fare \$1.50 for one to three in a party. Another drive is to Moultrie Point, on the shore, five miles south of town, the route being across the San Sebastian and through the pines and denser growth of the west bank of the river. This road has been laid out and is maintained by Mr. Albert Lewis, of Bear Creek, Pa. The time is two hours, and the cost \$3 for one to three people. Other drives are to the sea beach.



A BIT OF THE OKLAWAHA.

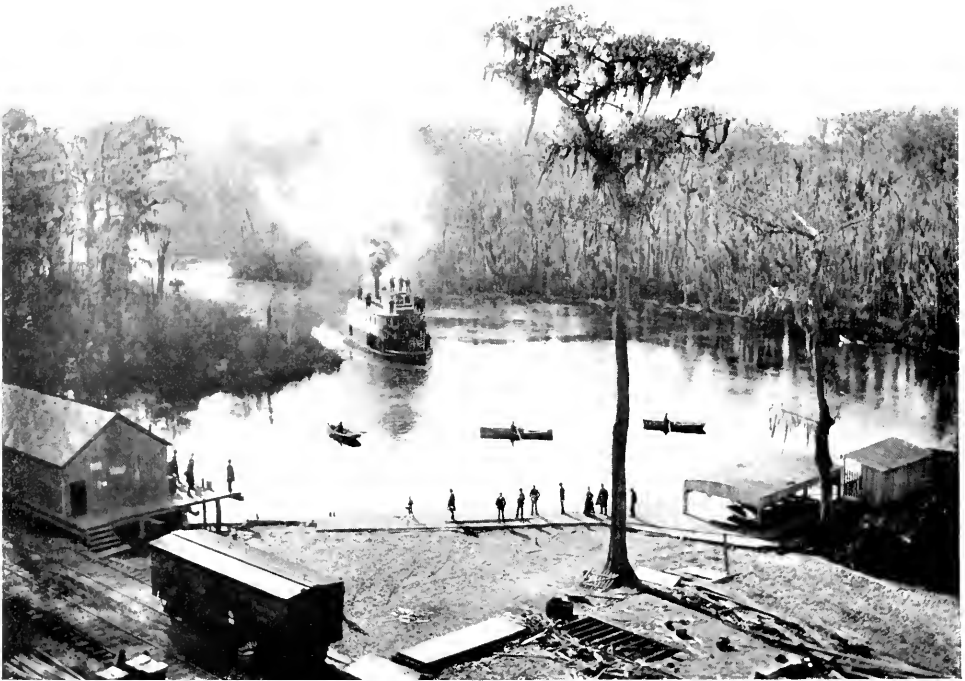


DRESS PARADE AT THE FLORIDA OSTRICH FARM, JACKSONVILLE.

THE EAST COAST.

JACKSONVILLE, on the St. John's River, twenty-five miles from the sea, is the entering point for Florida from the north. It is the largest city in the State, and the railway and steamship center. All trains arrive at and depart from the Union Passenger Station, thus avoiding transfers. All Northern and Western lines here connect with the Florida East Coast Line. The Clyde Line steamships run to Charleston and New York, and the Clyde's St. John's River steamers ascend the river to Sanford, and the Independent Line of steamboats to Green Cove Springs. The great fire of 1900 swept over a large area of the city, entirely destroying 145 blocks, and blotting out many of the familiar landmarks; but from the ruins a new Jacksonville has arisen, more substantial, and in time to be more attractive than the old. The city has enjoyed long-established popularity as a tourist resort, and ample provision is made for the comfort of visitors. It has well paved streets, shaded by live oaks and other foliage trees, and there are many pleasant drives in the suburbs. A place of much interest is the Florida Ostrich Farm, where the breeding of ostriches for their feathers is an established and successful industry. Ostrich culture may here be studied in all stages, from the giant egg to the plucked plumes.

Going south from St. Augustine, one comes first to PALATKA, on the St. John's River, twenty-eight miles from St. Augustine via the East Coast Railway, and fifty-six miles from Jacksonville. Palatka is an attractive and flourishing city, and the walks and drives in all directions are romantic and beautiful. Rowboats and small steamers can be leased for excursions to points on the St. John's River. The city is the point of departure for the Ocklawaha steamboats.



SILVER SPRING.

THE OCKLAWAHA RIVER TOUR affords a revelation of some of the wildest and most novel scenery in the State, and an experience never to be forgotten. The river is navigated by the tourist steamers of the Ocklawaha River lines, from Palatka and Silver Springs, railroad connection being made at each of these points. (See time cards in our advertising pages.) The steamboats are lighted on their way through the night, and the excursion is one which remains in memory as the weirdest experience of a lifetime. The stream is narrow and extremely tortuous, and is overarched by giant oaks, magnolias, palmettos, cypresses, bays and other trees, all festooned with "Spanish moss" in profusion. The effect by daylight is novel and fascinating, and by night it is fantastic, mysterious and bewildering beyond description. Silver Spring is a circular basin, 600 feet in diameter, of water of wonderful clearness, which bursts up in a great flood from a depth of 65 feet, in such volume as to form the navigable river by which the steamboat has entered the spring. So clear is the spring, that from a boat the smallest objects can be seen at the bottom, and a nail may be watched all the way as it goes down, turning and darting in erratic course.

ORMOND, sixty-eight miles from St. Augustine by the East Coast Railway, is situated on the Halifax River, here parallel with the Atlantic, the two being



MAIN STREET—JACKSONVILLE.
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separated by a peninsula a half-mile wide. The Halifax belongs to that system of inland waters which are more properly termed lagoons. They are fed by inlets from the sea, and extend from a little below St. Augustine to Lake Worth.

The Ormond climate is of that medium quality which permits one to come in October and stay until the end of May. April is cool and delightful. Careful



THE ORMOND-DAYTONA BEACH.

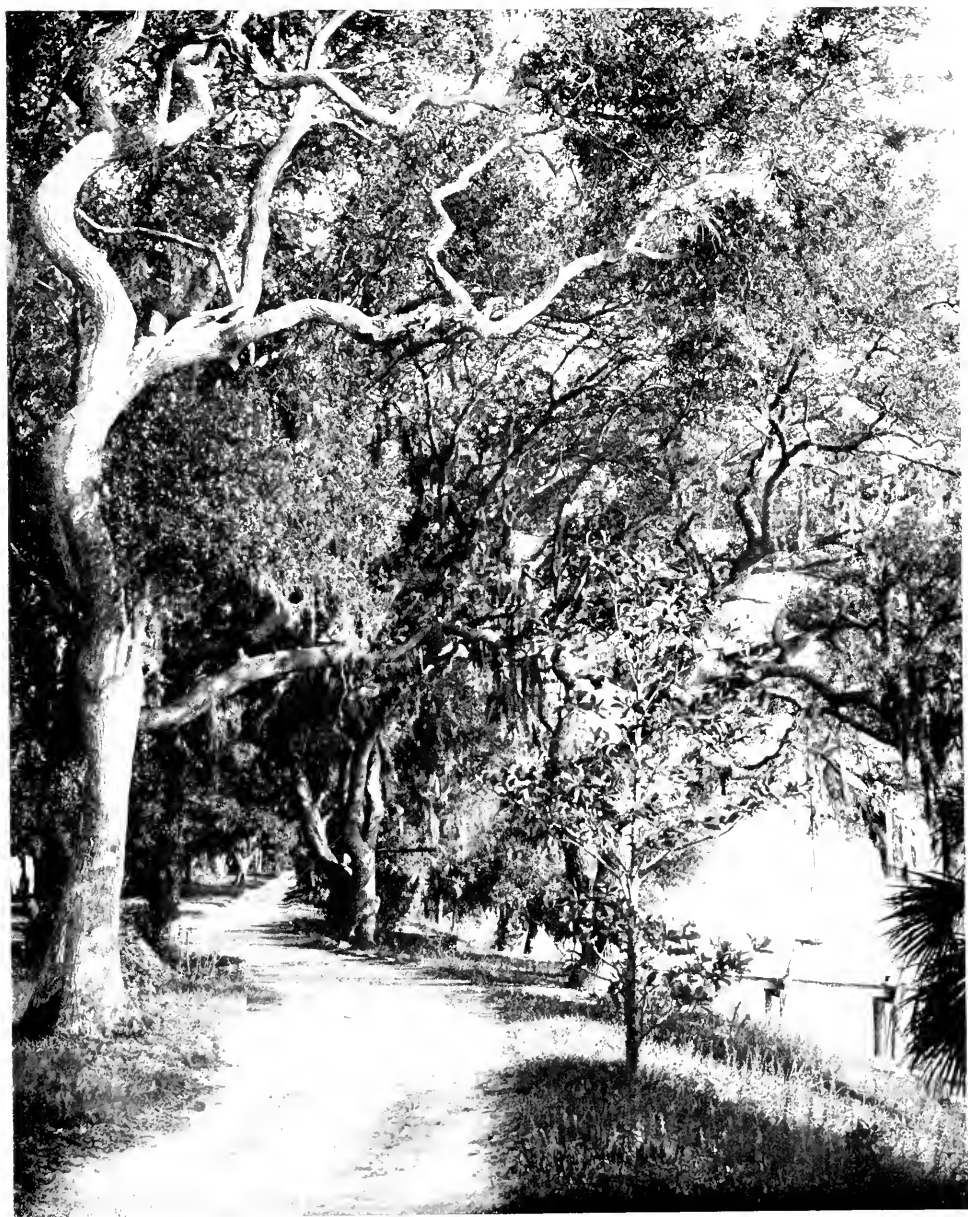


THE NEW ORMOND.

records of the temperature show that the April averages are: 8 A. M., 69 ; 12 M., 73 ; 8 P. M., 68 , and the mean for the month, 70'.

The walks in all directions are singularly attractive, being either shelled or planked over sandy spots, and provided with numerous rustic seats and arbors along the shaded river banks or through the trails across the half-mile peninsula that connects the river with the ocean. Ormond is famous for its drives and its bicycle paths and beaches. There is no finer beach anywhere on the Atlantic shore than at Ormond. It is 250 feet wide at mean tide, and extends for many miles up and down the coast. It is lively with all sorts of pleasure carriages, automobiles, electric bicycles and bathers. The tally-ho hardly leaves a mark on the smooth surface of the magnificent beach. This is the famous Ormond-Daytona automobile speeding course, which holds the world's record for the straightaway mile: 39 seconds, made by Mr. William K. Vanderbilt, Jr., in the winter of 1904. The annual tournaments of the Florida East Coast Automobile Association is one of the most important events in the world of sport, and brings together the foremost drivers of the world. The Association has a handsome \$15,000 club house on the bluff overlooking the beach courses. The Ormond-Daytona meet is so important that the publishers of the *STANDARD GUIDE* issue each winter the *FLORIDA AUTO ANNUAL*, devoted to the Florida racing and allied auto interests.

Sea bathing is a feature of Ormond. The beach, from the sandy bluff to the lowest point at ebb tide, is about 500 feet, and the slope is very gradual, and the incoming waves are gentle, so that the most timid and inexpert may here find



THE BOSTROM OAKS -AN AUTO TRAIL BY THE HALIFAX, AT ORMOND, SMOOTH, HARD SHELL.



A WINTER AFTERNOON ROUND-UP OF AUTOS AND OTHER WHEELS ON THE ORMOND-DAYTONA BEACH.

The Ormond-Daytona Beach presents a bright and animated picture on a winter afternoon, with the throngs of surf bathers and beach strollers, the automobiles and the Hotel Ormond's big auto tally-ho, bicycles propelled by pedals and others driven by sail, and the unique sand-

sailers skimming like birds over the beach. The sand-ice sailer, an invention of Daytona ingenuity, is a body frame mounted on wheels and fitted with a sail; it goes like an ice yacht, and the sensation of going on it is like that of speeding over the Hudson River ice yacht course.



THE TOMOKA—ORMOND AND DAYTONA.

the water perfectly safe. The beach also is attractive in the variety of beautiful shells that are swept up at the high tides. The exquisite nautilus is here cast ashore in storms, and searchers haunt the shore eager for the coveted prize.

The greatest inland water attraction of Ormond is the Tomoka River, once the chosen resort of the Tomoka tribe of Indians. Black bass from three to six pounds in weight abound in its deep, still waters; red bass are taken near its mouth, and there are many alligators in the stream. The high, wooded bluffs afford dry and picturesque camping grounds. The scenery of the river is varied and charming; and the one-day trip up the Tomoka is one of the popular excursions from Ormond. It may easily be reached by carriage or boat. Steamboat excursions up the Tomoka are made daily during the season.

DAYTONA, five miles to the south of Ormond, occupies an elevated hammock site on a circling arm of the Halifax, whence it looks out upon a bay of singular beauty. The natural attractions are many—a clean, hard river shore, shady drives amid oaks and palmettos, and the Ormond-Daytona beach. SEABREEZE is a winter colony of cottages and hotels on the ocean side of the peninsula, Daytona and Seabreeze being connected by bridges. On the ocean side of the peninsula the Ormond-Daytona beach, which is wonderfully hard and smooth, stretches for thirty miles without a break in its even surface, on which the hoof of a trotting horse makes no impression.



SURF AND SHORE AT SEABREEZE.

Daytona was founded in 1870 by Mathias Day, of Mansfield, O., who named it Tomoka; but in 1871 Thomas Saunders, the landscape gardener of Washington, gave it the name Daytona. The founders set out to make a New England settlement in the South, and the thriving, prosperous and growing village, which is essentially one of homes, is marked by the best characteristics of Massachusetts town life. Something of its beauty is hinted in our illustration of Ridgewood avenue, one of the many avenues and streets for which Daytona is famous. Opportunities for the wheelman are afforded, in miles of shady roads and cycle paths, and the visitor who comes here from a home town where cycling has "died out" is pleasantly surprised to see the number of wheels in use. Automobiles are numerous; there are many miles of roads through the woods and along the river, complementing the beach courses.

Excursions are made from Ormond, Daytona and Seabreeze south to Ponce Park, at Mosquito Inlet, eleven miles from Daytona, one of the finest fishing grounds on the Coast.

The Halifax affords opportunities for sailing, and there is a large fleet of pleasure craft. The fishing for salt-water species is capital, the fish taken comprising drum, sheephead, sea bass, pompano, cavalle and other varieties.



OCEAN BOULEVARD—SEABREEZE.



RIDGWOOD AVENUE—DAYTONA.
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THE MIRROR—TOMIOKA RIVER, OREGON.



THE ROCKLEDGE SHORE OVERLOOKING INDIAN RIVER.

NEW SMYRNA, thirteen miles further south, on Hillsborough River, is the oldest settlement on the East Coast south of St. Augustine; and is historically famous for the Greek and Minorcan colony, 1,500 strong, established by Dr. Turnbull in 1767. All along the river bank for four miles north and three miles south are scattered the ruins of old Minorcan houses, with coquina stone floors, chimneys and wells, curbed with hewn stone. The drainage canals, indigo vats and ruins of old sugar mills indicate large industries. Other ruins known as the "Spanish Mission," or "Columbus Chapel," and "Rock House" are by some people thought to antedate the time of Turnbull. The New Smyrna stretches south for miles, with a firm, smooth surface, and is lined along the bluffs with the cottages of Coronado and other summer and winter residence colonies. New Smyrna is an outfitting point for fishing and camping parties.

From New Smyrna a branch line of the Florida East Coast Railway System runs to Blue Springs, on the St. John's River, thirty-two miles west. This is the route to DE LAND and to LAKE HELEN.

ROCKLEDGE is named from the bold coquina ledges, which lend a picturesque beauty to the shore line. The foot walk for several miles on the high river bank, leading through one splendid orange grove to another, is very fascinating. There is a grand outlook across the river to Merritt's Island, which is also populous with villas, groves and gardens. The sailboats and rowboats and launches, the pedestrian parties one continually meets on the river path, the well-contented occupants of the elegant mansions that front the river adjoining on their broad verandas, the *dolce far niente* leisure of the Rockledge winter resident, the orange

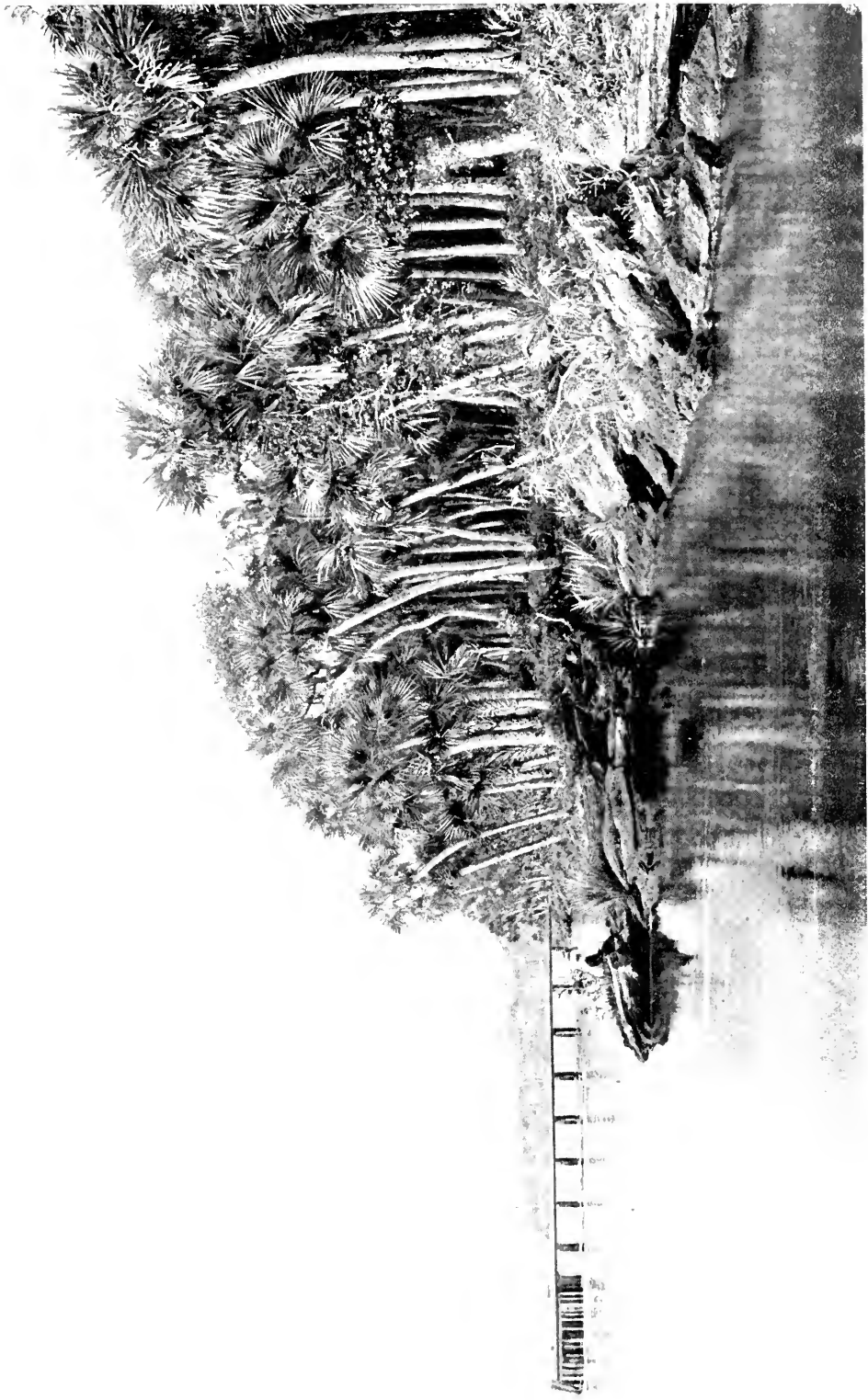


THOMPSON CREEK, ORMOND.

pickers amid the golden fruit, and the skilled landscape gardening that emblazons the walks and grounds of the hotels with brilliant tropical flowers, all unite to make Rockledge deservedly and permanently popular with winter tourists. A favorite excursion is to the beautiful estate well named Fairyland. The pineapple growing district extends from here south to Palm Beach and beyond.

The lagoons, commonly known as the INDIAN RIVER, make a continuous stretch of water scenery for more than 250 miles, and with Biscayne Bay, now united with Lake Worth, give an uninterrupted water course of 350 miles, combining more of fascinating variety and beauty than any other in the United States. These connected inland waters vary from weird and twisting narrows 100 feet in width to spreading lake-like expanses from three to six miles wide. Sometimes they look out of inlets upon the ocean, and again into the mouths of winding creeks or fresh-water rivers that break the western shore. At one point the Indian River channels separate and wind among wooded islands, making one think of the lochs of Scotland.

FORT PIERCE is noted as a winter resort much visited by sportsmen. It is in



THE SHORE AT ROCKLEDGE.



WALK AT ROCKLEDGE.

This walk is in front of the Hotels New Rockledge, Indian River and Plaza, and the view here shown is in front of Hotel Indian River.



ORANGES AT ROCKLEDGE.

the pineapple district. The section is one of interest, too, because of the relics of a bygone age and a vanished people; there are Indian mounds, and the earth-works of old Fort Pierce, suggestive memorials of the days when the Seminoles were making a hopeless stand against fate. Back of Fort Pierce is the home of one branch of the Seminole Indians, and they may here often be seen trading their alligator skins, plumes and game for ammunition and supplies.

LAKE WORTH AND PALM BEACH.—Southward 300 miles from Jacksonville is Palm Beach, on Lake Worth. Here we enter the cocoanut region and the tropical paradise of Florida. Lake Worth is, like the other waters of the Indian River system, a salt-water lagoon, twenty-two miles long by an average of a mile in width, and separated from the Atlantic Ocean by a peninsula about a mile wide. Here is situated the Royal Poinciana, one of the largest hotels in the world, and royal indeed in respect both of its entirely unique surroundings and its magnificent appointments. Fronting the beautiful lake and commanding also the ocean view, it has the peculiar advantage of a lordly grove of cocoanut palms and the finest environments of tropical gardening. The magnificent hotel does not stand alone in respect of such environments; for several miles along the lake front range other beautiful and highly improved estates with similar adornments of cocoanut palms and a great variety of other tropical flora.

The climate is very greatly influenced and tempered both in winter and summer by the Gulf Stream, which passes close to the shore at this point. The normal winter temperature is about 70 to 75 degrees.



PALM BEACH, LAKE WORTH, SHOWING WHITEHALL, RESIDENCE OF MR. HENRY M. FLAGLER.

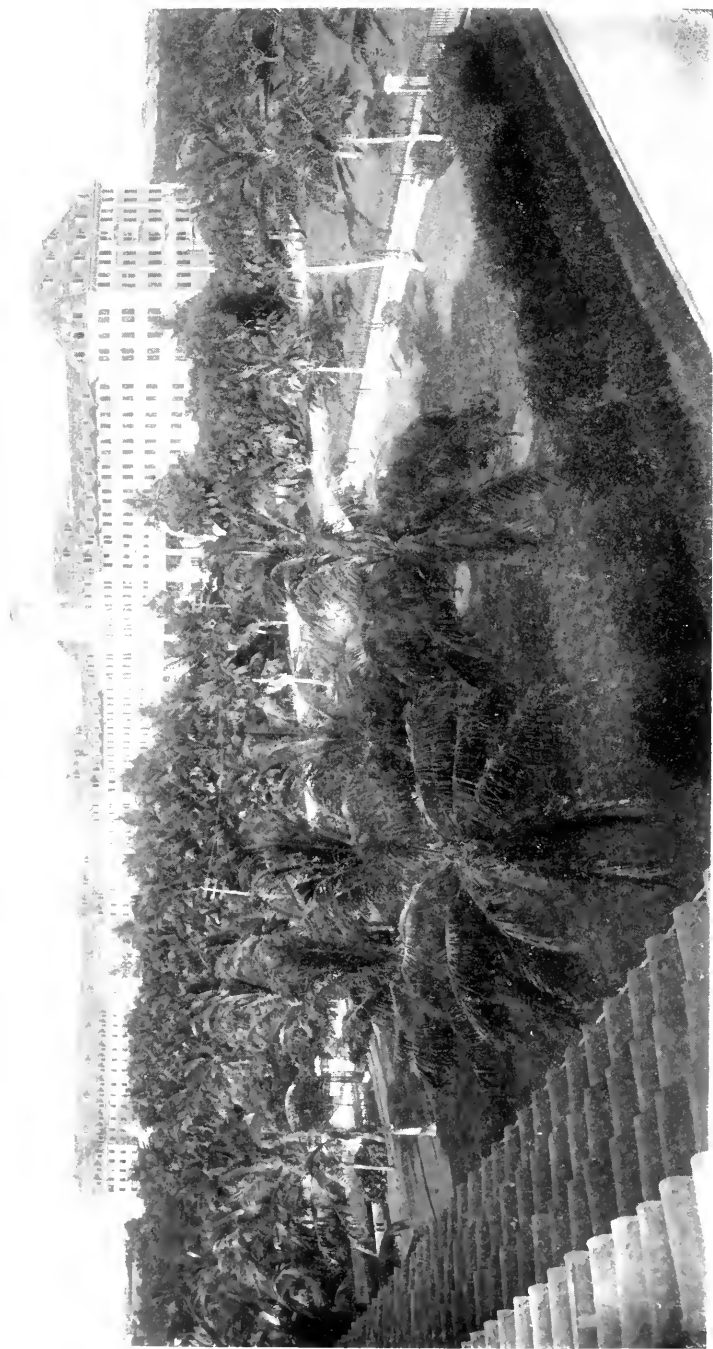
WHITEHALL, one of the stately homes of America, is appropriately in the Spanish style of architecture, the house, built around an interior court or *patio*, and having for external features the columned portico, pure white walls and red tiled roof glowing against the sky. The entrance hall, 110 feet long, with grand marble stairway and domed ceiling, opens into apartments treated in various styles of decoration and furnishing—the Library in that of the Italian Renaissance, the Salon in that of the period of Louis XVI., the ballroom, in white and gold, in the style of Louis XV., the dining room in that of Francois I.

Tropical plants and trees from all parts of the world are gathered here. Walks shaded by groves of cocoanut palms are laid out in geometrical patterns, bordered with concrete curbs, and with lawns protected by curved sea-walls of concrete and coquina on the lake front. Oleanders, hibiscus and passion flowers are in bloom. Mangoes, guavas, limes, lemons, oranges, figs, sapodillas, date palms, bananas, pineapples and early vegetables are common in all the gardens; some have strawberries ripe in January, and tomatoes in abundance in March. Rubber trees, royal poinciana, paradise, coffee, traveler's and numbers of curious trees ornament the gardens, and the gnarled, straggling arms of great live oaks, covered with knobs and bunches of two varieties of orchids and hanging moss, by weird contrast add to the beauties. Walks twenty feet wide and a half mile long, bordered with cocoanut palms, oleanders and azaleas, lead from the lake to the ocean with a steep and narrow beach, upon which with a magnificent surf the sea breaks, in color a clear, bright, ultramarine blue.

Palm Beach owes to a shipwreck the cocoanut trees which have given to it



THE COCONUT GROVES AT PALM BEACH



THE ROYAL POINCIANA FROM WHITEHALL.



IN THE ROYAL POINCIANA.

distinguishing beauty and name. Years ago the Spanish brig *Providencia*, cocoanut-laden, was cast away off this coast, and the cocoanuts were washed ashore to find growth in a congenial soil. There was quite as much romance in the coming of the date palm to Florida; from Syria the conquering Moors carried it to Spain; and from Spain the Spaniards brought it here. The sago, fan, royal and other palms have been introduced. The palms indigenous to Florida include the low saw or scrub palmetto, which covers vast areas of the State; and the cabbage palmetto, so called because of the cabbage-like growth, which is edible. There are other palms on the Keys.

On the western shore of the lake are large pineapple plantations, each year increasing in numbers and in production. Thirty miles to the west is Lake Okeechobee, with settlements of the Seminole Indians, of whom some notes are given on another page. Lake Worth and its vicinity, like all the southern East Coast country, has developed rapidly since the advent of the railway, which has converted it from a region secluded because difficult of access, and has put it in quick touch with the rest of the world.



AFTERNOON TEA ON THE GROUNDS OF THE ROYAL POINCIANA.
Copyright, 1904, by Burr McIntosh.



WHITEHALL—RESIDENCE OF HENRY M. FLAGLER, PALM BEACH.

THE HOTEL ROYAL POINCIANA takes its name from the beautiful royal poinciana tree (*Poinciana regia*), which abounds here, and which is famed for the



THE ROYAL POINCIANA AND WHITEHALL FROM LAKE WORTH.



THE BREAKERS.

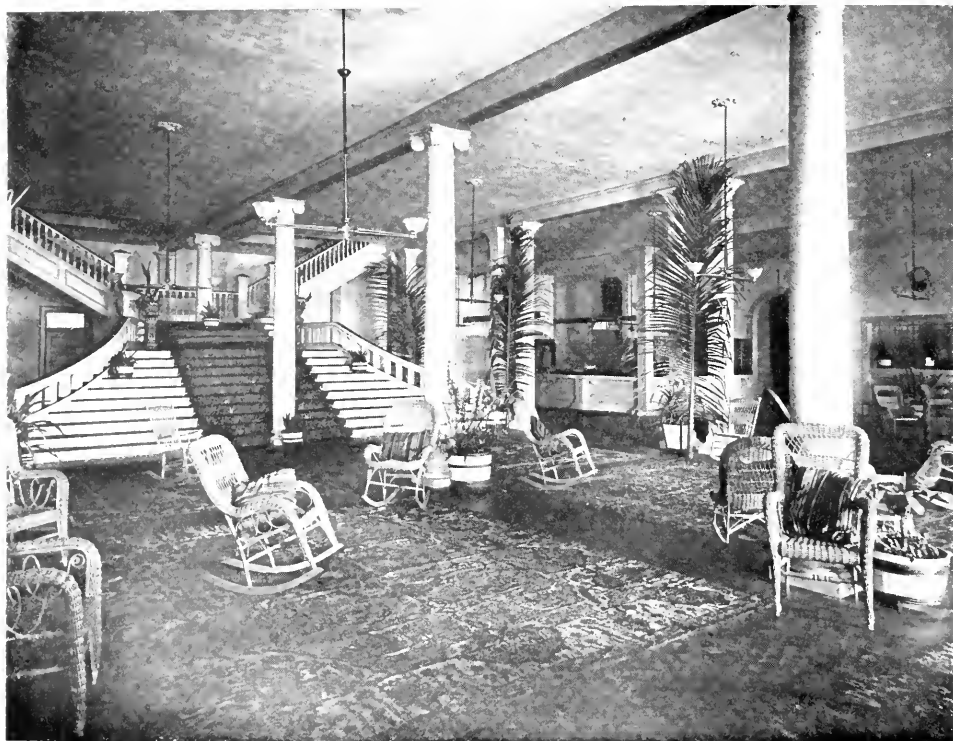
blazing brilliance of its summer bloom. The hotel grounds are enriched with rare plants and shrubs and trees, brought hither from every quarter of the globe. Among them are specimens of the traveler's tree, pandanus or screw palm, arecas, date, royal and fishtail palms, avocado or alligator pear, sapodillo, loquat or Japanese plum, grevillea and others. The afternoon teas in the grounds of the Royal Poinciana present many animated pictures. The famous palmetto avenue, from lake to ocean, leads from the Royal Poinciana to the Breakers, a companion hotel fronting the sea, the beach pavilion with its immense swimming pool, and the fishing pier. The broad beach affords excellent surf bathing



THE STANDARD GUIDE INFORMATION BUREAU, PALM BEACH.



THE AVENUE FROM LAKE TO OCEAN.



SOCIAL EXCHANGE OF HOTEL PALM BEACH.

the year around. The Gulf Stream here comes within a mile and a half of the coast, and south bound vessels pass very close inshore to avoid the current. The lake front north and south of the Royal Poinciana grounds is lined with handsome winter homes. South of Whitehall are the Belford, Hood, Pendleton, Clarke and Roberts residences. The five rusty relics of cannon on the water front came from a Spanish wreck about twelve miles south. The two Spanish cannon from Morro Castle were brought here by Mr. C. J. Clarke, of Pittsburg. A mile north of the hotel grounds is the church of Bethesda-by-the-Sea.

Nearly all the sea fish are found in the lake, such as bluefish, spotted sea trout, cavalle, red snapper, barracuda, pompano, sawfish, mullet and redfish, or channel bass. Tarpon are not found here, although they are caught north and south of this point. The principal fishing is outside the inlet for kingfish, of which enormous catches are recorded. The kingfish is very game, and the fishing, with its surroundings, is a favorite amusement. There are numerous boats, with experienced men to handle them, and having thorough knowledge of the grounds.

South of Palm Beach the railroad runs through fruit and vegetable districts, where the pineapple and tomato fields appear interminable. At Fort Landerdale we are on the edge of the Everglades. This is a trading post of the Seminole



MIAMI FROM HOTEL ROYAL PALM.

Indians, and bare-legged individuals of the tribe may usually be seen from the car windows. The Seminoles will be found also at Miami.

Thirty-nine miles south of Palm Beach, on Biscayne Bay, is MIAMI, the magic city, as its citizens call it, not without reason. Its growth has been like that of a western mushroom town, but the development is of the most substantial and permanent character. Miami is thoroughly modern and up to date, with fine streets, well-stocked business establishments, handsome residences, costly public buildings, banks, churches, schools, mills and factories, a constantly enlarging variety of industries and important and growing trade interests. The geographical situation makes it the center of a large territory, which is directly tributary to it; and as the country is settling up and developing, Miami is making commensurate and enduring growth. The prevailing spirit of the town is of enterprise, progress and prosperity. As the southernmost deep-water harbor on the Atlantic coast, it is the point of departure of the P. & O. steamships for Nassau and Havana. The future importance of the port is assured, and in recognition of this fact, the Government is cutting a new entrance from the sea to the bay through the peninsula directly opposite the city, and the Florida East Coast Railway is engaged in dredging out a connecting channel.

The Royal Palm at Miami, the southernmost of the chain of the East Coast hotel system, occupies a noble site at the point where the Miami River enters the bay, a situation long noted as one of the loveliest spots of all the Biscayne shore. The verandas and windows command an outlook over bay and sea, and the immense structure effectually dominates the surroundings. The grounds are laid out in landscape garden effects, and oddly enough the palm trees are not royal palms, but cocoanuts.



OLD FORT DALLAS.
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The Miami River, which is the principal eastern drainage stream of the Everglades, at a point four miles from Fort Dallas, narrowing in its bed and rushing in tumbling, swirling, foaming rapids over coral rock, presents a genuine novelty in this land of smooth-flowing waters. Arch Creek, another outlet of the Everglades, takes its name from an arch of coral. Boating, sailing and fishing are favorite amusements at Miami, and there is maintained a large fleet of launches and dories for the winter season. Sailing and fishing excursions are made to Soldier Key, fifteen miles, south of Cape Florida; Norris Cut, Fowey Rock, twelve miles; Arch Creek, five hours; the House of Refuge, seven miles; Cape Florida Light, up the Miami River, and to other points. Excellent roads have been built to Cocoanut Grove and beyond to the south, and north and west through the native woods and amid fruit groves and vegetable farms.



SEMINOLES OF THE EVERGLADES.



GARDENS OF THE ROYAL PALM AT MIAMI OVERLOOKING BISCAYNE BAY.



A BIT OF PINEAPPLE FIELD.

BAY BISCAYNE is a lagoon sheltered from the Atlantic by numerous keys and coral islands; it is forty miles in length and from five to ten miles wide, with a prevailing depth of from six to ten feet; the shores are lined with palms and mangroves, and a profusion and variety of tropical growth; the blue water is of remarkable clearness. These elements unite to make the bay one of the most beautiful cruising grounds in the world; and many yachts have their winter rendezvous here. On the west shore, at Cocoanut Grove, embowered amid cocoanuts and royal palms, is the club house of the Bay Biscayne Yacht Club, whose pennant bears the legend, "25 Degrees North Lat. B. B. Y. C." The water of the bay is of such crystal clearness that it reveals, even to great depths, the wealth of vegetable and animal life everywhere present. This submarine life is a never-failing attraction; there are portions of Bay Biscayne, notably the Turtle Harbor, which rival the far-famed sea gardens of Nassau.

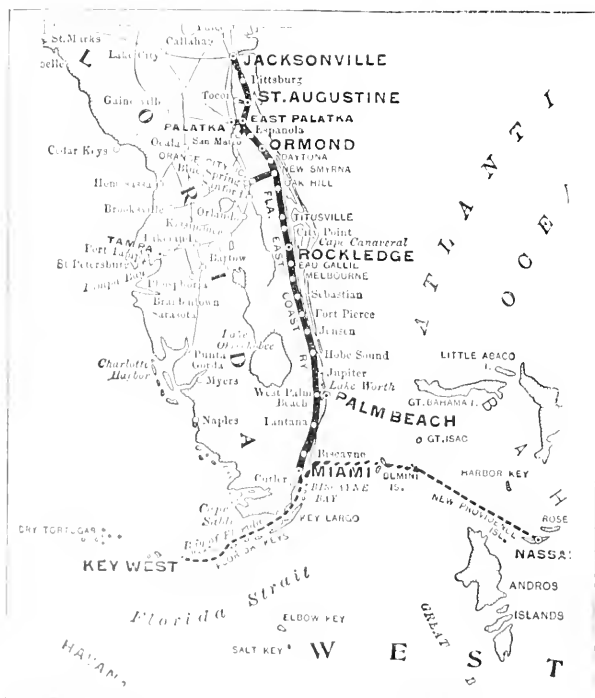
PINEAPPLE growing was a Florida industry in the forties; but only within recent years has it assumed commercial importance. The pineapple is a species of air-plant, and belongs to the same family as the tillandsia or "Spanish moss." The mature plant is 2½ feet in height, with a spread of 2 feet across; the fruit is borne on a stalk in the center. Each plant produces one pine in a season. Pineapples are grown from suckers, slips or the crowns of the pines; they are set out in midsummer.



ROYAL PALMS—RAY BISCAYNE.



KEY WEST HARBOR FROM FORT TAYLOR.



EAST COAST DISTANCES VIA THE EAST COAST RAILWAY

Jacksonville to:	Miles.
St. Augustine	36.4
Palatka	64.1
Ormond	104.7
Holly Hill	107.0
Daytona	109.7
Blake	112.5
Port Orange	114.7
Savage	115.1
Spruce Creek	119.3
Turnbull Bay	121.3
New Smyrna	124.0
Lake Helen	145.1
Hawks Park	127.1
Hucomer	130.9
Oak Hill	130.4
Titusville	154.4
City Point	160.3
Rockledge	175.4
Eau Gallie	189.8
Melbourne	194.2
Malabar	199.9
Mico	208.6
Sebastian	214.5
St. Lucie	238.6
Fort Pierce	241.5
Jensen	257.7
Stuart	263.6
Alicia	266.6
Hobe Sound	276.6
West Jupiter	282.3
Riviera	295.3
West Palm Beach	299.5
Royal Poinciana	300.0
Palm Beach Inn	300.4
Lantana	308.4
Fort Lauderdale	341.0
Biscayne	358.3
Miami	366.0
Nassau	509.0
Key West	521.0

THE SEMINOLE INDIANS are seen at various points on the East Coast from Fort Pierce south to Biscayne Bay. They are the survivors in Florida of a tribe which once engaged the anxious attention of the entire country. In 1835 disputes over the boundaries of the Indian reservations and quarrels over fugitive slaves, which the Seminoles were accused of harboring, led to the Seminole War—the most costly and disastrous of the minor wars of the United States. At the end of seven years, in 1842, the Indians were subdued, captured and transported to the reservation assigned them, where the remnant yet remain in the Indian Territory. A portion of the tribe evaded deportation and betook themselves to this Southern country. They hid in the wilderness Everglades and still remain in tacit rebellion, and regard the white man with suspicious enmity. While one nation, they are divided into three tribes—the Big Cypress, Cow Creek and Miamis. The Big Cypress Indians live in the vicinity of Fort Myers, between Caloosahatchee River and the Gulf of Mexico; the Miamis live back of Miami, on Biscayne Bay; and the Cow Creeks are situated back of Fort Pierce and the St. Lucie River, which empties into the Indian River. They have no reservation, no land has ever been assigned them by the Government. Their dwellings are palmetto huts and framed houses; they have horses, dogs, pigs and cattle; and raise corn, sweet potatoes and other vegetables. Flour or starch made from the coontie or wild cassava has always been a staple article of food. The Florida Indians have cultivated the soil from primitive days.



DR. JIMMIE TUSTANOOGEE WITH HIS TWO WIVES AND THE CHILDREN.

OTHER FLORIDA RESORTS.

THE ST. JOHN'S RIVER.—The tourist will hardly be satisfied with the glimpses of this noble stream obtained from the car window as the train crosses it at Jacksonville or Palatka, but will plan an excursion by steamboat, in which way alone the picturesque features of the river may be seen. The lower portions of the St. John's are a succession of magnificent reaches, or inland seas, the shores lined with forests of live oak, sweet gum, pine, magnolia and palmettos. In its upper (southern) portion the vegetation becomes more tropical; the river now narrows to a tortuous passage and again opens into beautiful lakes, and the traveler is charmed with the novel scenery and the changing panorama.

MAGNOLIA SPRINGS, situated on the west bank of the St. John's River, twenty-eight miles south of Jacksonville, reached by the Atlantic Coast Line, or by river steamers, is one of the older tourists resorts. It won its fame in the old days before the improved means of travel had lured so many to the new region further south; but its attractions are as strong to-day as ever before for visitors who have once looked out over the noble reaches of the river from the shaded banks of Magnolia. The St. John's River at this point broadens out into a sheet of water three miles wide, having much the appearance of a lake, which, together with the numerous creeks, furnishes abundant opportunity for boating. The Magnolia tennis courts have been the scene of some of the most successful



THE ST. JOHN'S AT MAGNOLIA SPRINGS.



ELIZABETH HALL—JOHN B. STETSON UNIVERSITY, DE LAND, FLA.

tournaments held in the South: and the golf links, of nine holes, rank as among the most attractive in Florida. Shooting and fishing are excellent in the immediate vicinity. Magnolia Springs takes its name from a magnificent spring, whose waters, besides being remarkable for their purity and excellence as table waters, have well-attested therapeutic qualities, especially in rheumatic affections. One of the favorite walks from Magnolia is St. David's Path, or Lovers' Lane (every well-ordered resort in Florida has a Lovers' Lane), which leads for a mile and a half along the forested banks of the St. John's to Green Cove Springs.

DE LAND is situated in the orange grove section, between the St. John's River and the Atlantic Ocean, 100 miles south of Jacksonville, on the Atlantic Coast Line. The town is noted for its salubrious climate and healthfulness, and for the enterprise, intelligence and high character of its people. The city is for miles surrounded by forests of the yellow southern pine, enriching the air with balsam. The atmosphere at De Land is, for Florida, remarkably dry. No lakes, rivers or swamps are in the immediate vicinity, and the deep deposit of porous sand provides perfect surface drainage. Shade trees are abundant. Rows of substantial brick business buildings, all occupied, give the city an aspect of prosperity, which is enhanced by the numerous tasteful, comfortable houses, with their well-kept lawns which line the residence streets. De Land is the seat of the John B. Stetson University, which has a group of massive and beautiful buildings, costing over \$300,000; a carefully selected, rapidly growing library of 13,000 volumes; a comprehensive museum of natural history; distinct, well-equipped

laboratories for physics, chemistry and biology; a large gymnasium with all necessary apparatus; forty-five professors and instructors, who are graduates of institutes of highest rank, and a fine student body made up of young men and women from all parts of Florida and from many States of the Union. The University includes a college of liberal arts, a school of law, a school of technology, an academy preparing for any American college, normal and practice schools, a business college, a school of art, and a school of music.

LAKE HELEN is delightfully located in a great forest of primeval pines, on the highest land east of the St. Johns, eight miles from the river, twenty from the Atlantic, and 140 from Jacksonville. The air is resinous and pure. It has no miasma from the river, nor the harshness of the Coast breeze. There is no more healthful and restful place in Florida—probably not in the world. The same environments are found in Lake Helen as in the famous resorts in the pines in Georgia and further north, with the balmy air and climate of Florida additional.

The lakes abound in fish, bass from 8 to 13 pounds have been caught therein. In the wood are pigeons, quail, wild turkeys and other game for the pursuit of the sportsman.

Some of the finest bearing orange groves in the central part of the State are within the town limits. Roses bloom in the greatest luxuriance from January throughout the entire winter and spring. There are beautiful drives in all directions, leading to many interesting places, as well as good bicycle paths.

WINTER PARK is celebrated for its elevated situation amid the beautiful lakes of Orange County. No less than fourteen shining sheets of water may be seen from one of the hotel observatories, and the panorama includes handsome villas and fruited orange groves. Well-built, hard-surfaced roads afford pleasant drives. The town is the winter home of numerous families from the North and West, who have handsome residences here, and who make up a refined and cultivated society. Winter Park is the seat of Rollins College, an institution of high standard, having an admirably chosen faculty, and being equipped with all the essentials. It has a full college course, a preparatory school, and schools of music, business, fine arts, and industrial and domestic arts; and thus affords opportunity for young people from the North to spend the winter in Florida without interruption of their education. From Jacksonville, Winter Park may be reached over the Seaboard Air Line, the Atlantic Coast Line, or the Florida East Coast Railway.

OCALA is situated on the central ridge of the peninsula, and is midway between Jacksonville and Tampa, on the Atlantic Coast Line and the Seaboard Air Line railways. To the east is Silver Springs and the Ocklawaha River; to the west, Blue Springs. The town is an important commercial center, and is equipped with all the conveniences of an up-to-date city. Clay roads offer delightful drives.

ALTAMONTE SPRINGS is located 138 miles south of Jacksonville on the main line of the Atlantic Coast Line Railway, in the center of Orange County. There are many pretty towns, villages and cities in its vicinity: Maitland, Winter Park, the location of Rollins College; Orlando, the county seat; and Sanford, the terminus of the Clyde navigation on the St. Johns River. Altamonte Springs is connected by fine, hard clay roads with these and many other places of interest. The country is high, rolling, pine-covered lands, dotted with hundreds of spring-fed lakes. There are 1,100 lakes in Orange County. Bearing orange groves are numerous. There are many beautiful winter cottages, beside the prosperous homes of those who make this their permanent residence.

ORLANDO, the county seat of Orange County, is situated in the central portion of the Florida peninsula, 147 miles south of Jacksonville, and 90 miles north of Tampa. The land upon which the city is located is elevated 120 feet above the sea and has a perfect natural drainage. The entire region is dotted all over with pretty lakes, thirteen of them being within the corporate limits of Orlando. Fish are plentiful in all of them. Orlando has graded public schools and two academies; well-paved streets and 150 miles of modern improved highways, unsurpassed for automobilizing, wheeling and carriage driving. There is here the only polo club south of Camden; and a modern race course gives weekly trotting matinees during the winter season.

KISSIMMEE is 165 miles south of Jacksonville on the Seaboard Air Line, in the center of an excellent hunting and fishing country. The Caloosahatchee River, from Kissimmee, is one of the most interesting waterways of Florida, and the river and lake and canal trip from Kissimmee to Fort Myers is something in character and attraction quite apart from the ordinary travel routes.



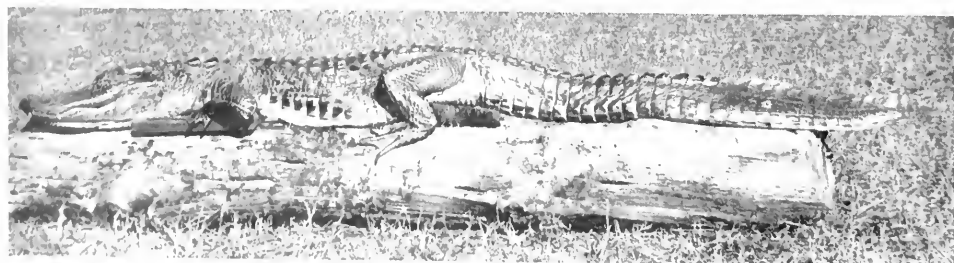
A BIT OF FORT MYERS.

FORT MYERS is situated on the south bank of the Caloosahatchee River, eighteen miles east from the Gulf. It is 140 miles south of Tampa, 120 miles north of Key West, and is in the same latitude as that of Palm Beach. The surrounding country is well stocked with game; and the fishing here is famous. Fort Myers has become the Mecca for anglers from all parts of the world, and for a number of years past this place has been recognized as the greatest tarpon fishing resort in the country. The roll of tarpon fishermen includes the name of Thomas A. Edison. The largest fish taken in 1904 was caught by Rev. C. Harvey Hartman, of Chatham, N. J.; it measured 5 feet 8 inches, and weighed 220 pounds.

BELLEAIR is on the Gulf coast, 25 miles from Tampa, about 200 miles from Jacksonville, from which point it is reached by the Atlantic Coast Line. This part of the Gulf coast is distinguished for healthfulness and a delightful climate. The fishing ranks with the best in Florida, and there are numerous opportunities for outdoor sports. The vegetation is tropical, and the scenery attractive. Some of the finest orange groves in Florida are here. The cocoanut, waving banana and camphor trees, the tangerine and grape fruit, huge rubber and cactus plants and the wonderful shell mounds, everywhere to be found in the long drives through the palm forests, are an interesting study.

ST. PETERSBURG, situated on the west coast of Florida, surrounded by the waters of Tampa Bay, within the influence of the mild and balmy breezes of the Gulf of Mexico, and the health breathing odor from the piney woods affords a most delightful place in which to spend the winter months. Long piers extending out into the bay afford tourists splendid fishing facilities. Quail and other game are abundant in the surrounding country. The town has a daily steamer service to Port Tampa and Tampa, also to the Manatee River section. St. Petersburg is reached by the Atlantic Coast Line from Jacksonville.

KEY WEST is reached from Miami by steamboats, which make tri-weekly trips. The daylight sail of 105 miles is amid the Florida Keys, with a diversity of island scenery which in itself well repays one for the excursion. Key West (Spanish *Cayo Hueso*—Bone Key) is a low coral island lying sixty miles south of Cape Sable, and the town is the southernmost city in the United States. Havana is only ninety miles south. The island here at the key of the Gulf is an important strategic point; it has one of the largest naval stations in the country, and is defended by Fort Taylor. Not far to the westward, on Garden Key of the Dry Tortugas, is the great fortification of Fort Jefferson. The picturesque character of the island and town is indicated in our illustration, looking from the grim battery of Fort Taylor to the curving shores, with their palms. The cocoa and date palms grow in profusion; and the flora includes the royal poinciana; the sugar maple, whose fragrance fills the air; immense banyans, one in the barrack yard covering an area of 50 feet; and gigantic cacti rising in stems 20 feet in the air.

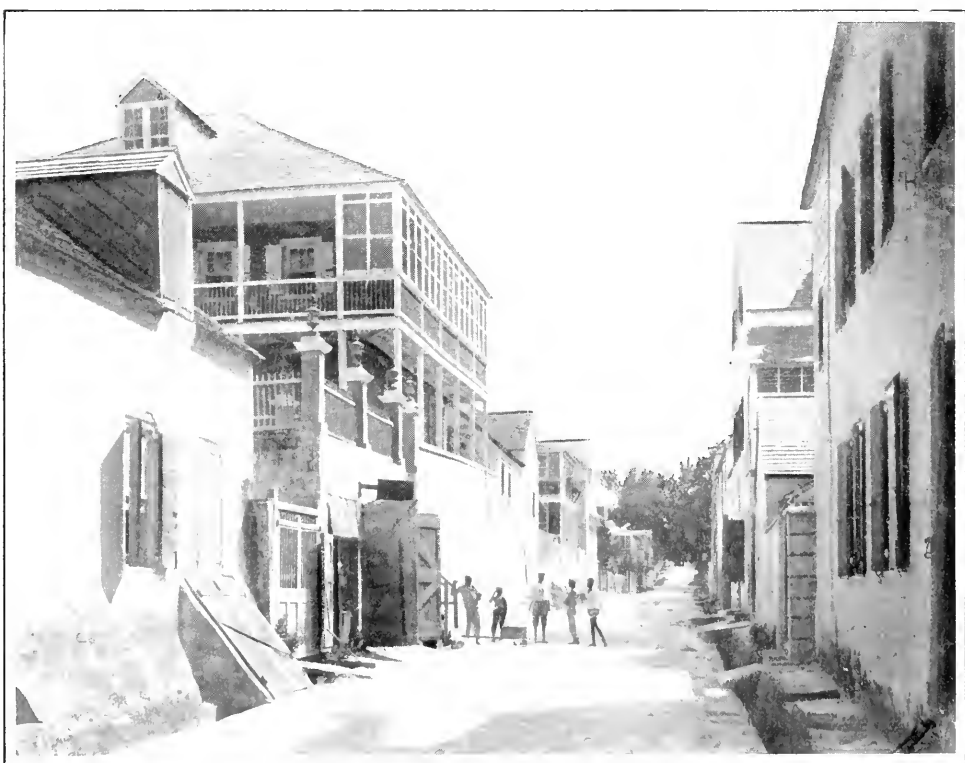


AN OLD-TIMER.

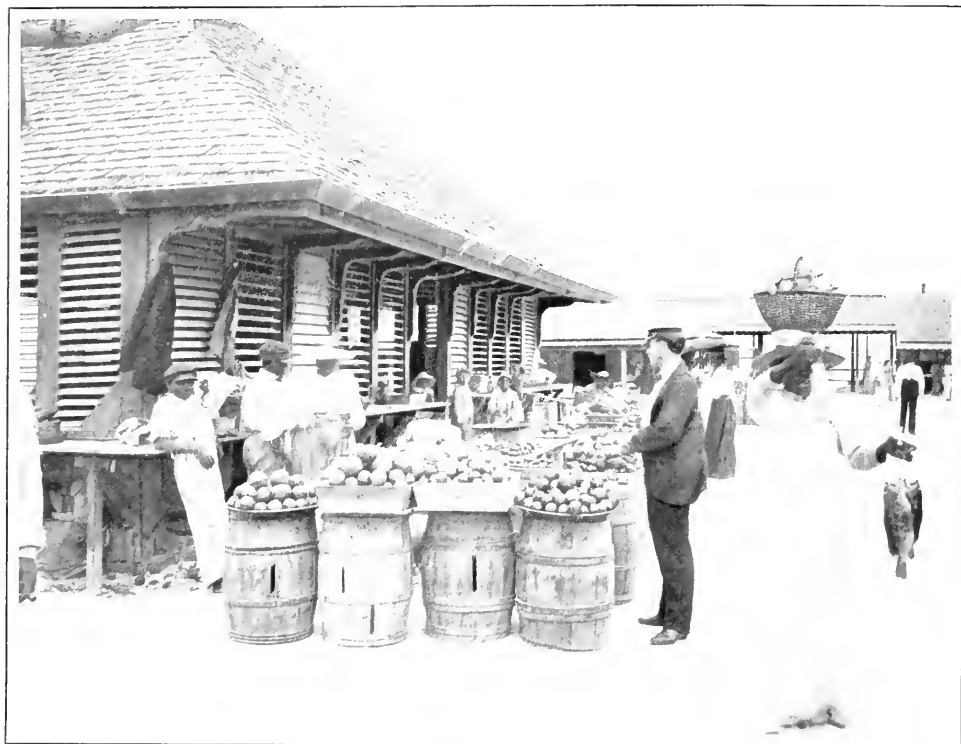
PICTURESQUE NASSAU.

THE passage across the Gulf Stream to the "Isles of June" is in effect but a slight extension of the Florida tour. From Miami to Nassau the distance is only 145 miles—a short excursion, which may hardly be said to involve going to sea.

For the tourist Nassau has many attractions; its climate is peculiarly grateful to the fugitive from the rigors and sudden changes of the Northern winter and spring. Basking in floods of perpetual sunshine and swept by soft ocean breezes, the Bahamas enjoy a temperature which is remarkably equable; from October to June the mercury ranges from 65 to 80 degrees; official records show for January 70 degrees, February 71 degrees, March 72 degrees, and April 75 degrees. This is a summer land, though the calendar marks the winter season; and the whole aspect of the island is of summer and summer life. The houses are built with generous piazzas and latticed verandas, and are embowered amid roses, jasmines and oleanders. Orange, lemon and lime are everywhere. Slender



CHARLOTTE STREET.



THE NASSAU MARKET.

palms uplift their plumes against the sky. Here we are in the tropics, but the tropics tempered by the gratefully invigorating influences of the sea.

Nassau is the capital of the Bahamas. The Governor, who is appointed by the Crown, resides here. The population numbers 15,000, of whom four-fifths are colored. The city is admirably governed; the white residents are for the most part descendants of English colonial families; there is here that spirit of hospitality which is never wanting in countries where the doors always stand open. The island is of coral formation. The native rock is an admirable road-building material; the roads of New Providence are noted for their excellence, and driving and wheeling are favorite amusements. One may visit the palm groves and make test of the milk fresh from the cocoanut; prove the excellence of the Bahama pineapples, newly picked from the stem; or inspect the plantations of sisal hemp, which looks like the century plant.

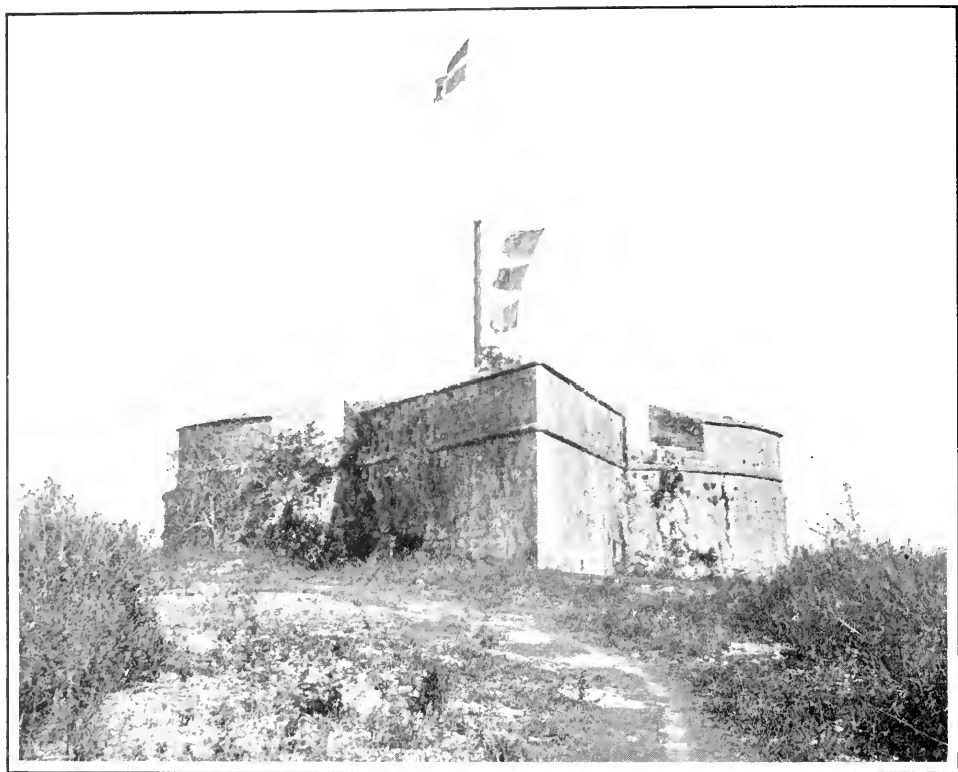
The water excursions include a visit to the Sea Gardens, a point in the channel where the bottom is covered with fan-leaf coral of many vivid hues, amid which swim fishes of graceful form and brilliant colors. Rowboats are provided with glass plates in the bottom, through which the marine life may be studied. Night excursions are made to the "Lake of Fire." This is an artificial pond



NASSAU FROM THE COLONIAL.



IN GRANT'S TOWN.

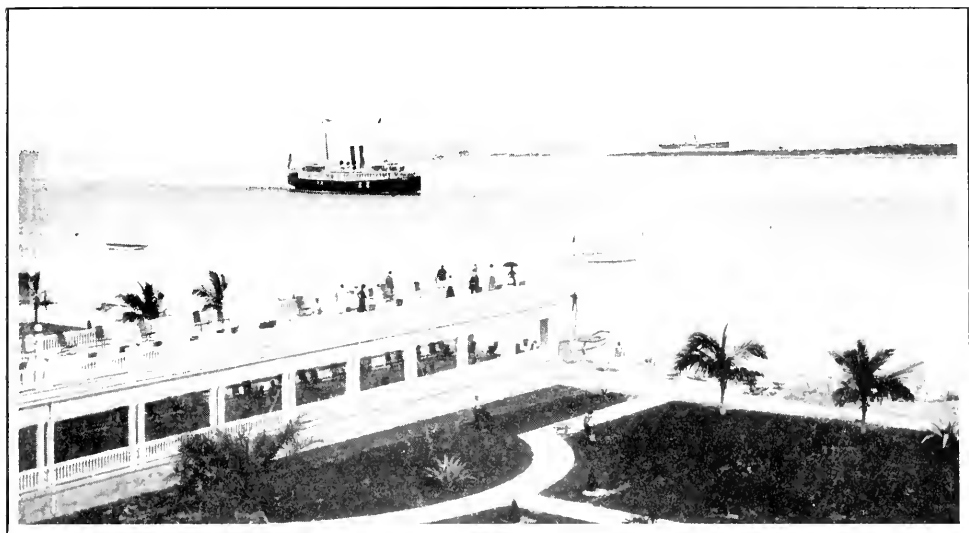


FORT FINCASTLE OR SHIP FORT.

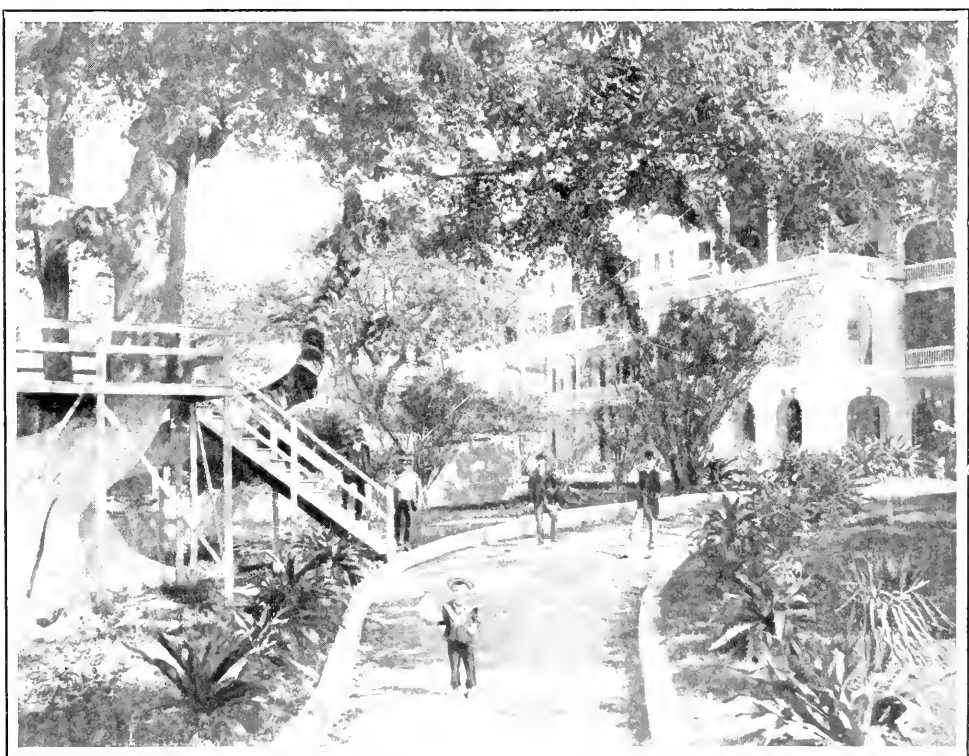
which was built as a storage reservoir for live fish and green turtles, and which has become phosphorescent in an extraordinary degree.

The island is of coral formation, and one peculiarity to attract attention is the prevailing absence of soil and the astonishing way the trees grow from the rock—or, for that matter, on the top of a wall. There are no running streams, no wild animals except hares, and of snakes only the innocent and harmless chicken-snake.

Life in Nassau is for the most part repose and light-hearted, care-free indolence. The principal industries of the Bahamas are sponging and wrecking. In old days the place was a secure stronghold of the famous pirate Black-Beard, legends of whose escapades, exploits and ferocity still linger about the island. During our Civil War Nassau was headquarters of the blockade runners, who sailed from here to run the blockades of Confederate ports; there were three hundred such entries and departures in a single year. In those times cotton was king, and the value of Nassau imports and exports amounted in one year to fifty million of dollars.



THE HARBOR FROM THE COLONIAL.



GROUNDS OF THE ROYAL VICTORIA



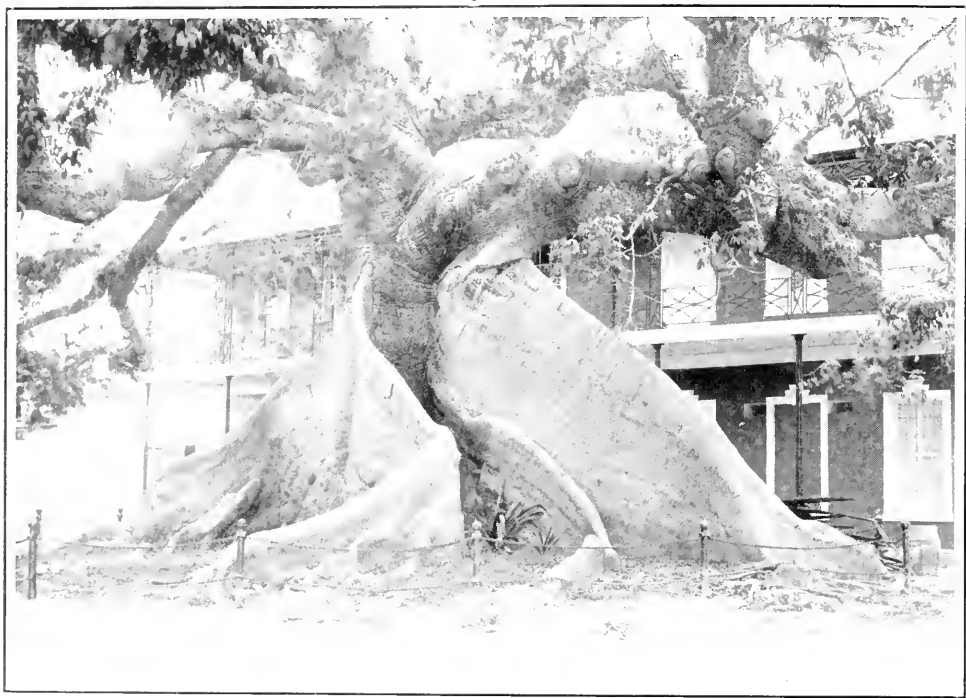
THE QUEEN'S STAIRCASE.

The feature of Nassau which is most pleasing is the wonderfully brilliant coloring of the sea, in shades of green and pink, purple and blue, in all the rich tones and combinations and changing effects of the sky and clouds at sunset. The coloring is due in part to the character of the bottom; a sand bottom gives the light color, and stretches of vegetable growth cause the dark shading. The sheltered harbor, the shining beaches of outlying keys, with the vivid green of their verdure, and the deepening tones of the sea, blending in the distance with the sky, so that one may not determine where the sea ends and the sky begins—all this, as the sun lowers in the west, affords an entrancing scene, to look upon which is the rarest pleasure in Nassau and the best remembered picture of a holiday in the Bahamas.

The Queen's Staircase is a series of steps cut in the side of an old stone quarry and leading up from the street below to the height on which stands Fort Fincastle. The fort, built in 1780, is now a ruin. Its resemblance to a vessel has given it the name of Ship Fort, and the likeness is enhanced by the flags on the staff which signal the sighting of ships at sea. Fort Charlotte, a massive fortification



THE COLONIAL—NASSAU.



CEIBA OR SILK COTTON TREE.

hewn out of the solid rock, on the hill west of the town, also serves as a signal station to report to the town the movements of shipping. The fort, completed in 1788, was named after Queen Charlotte. An obelisk on the hill near the fort is a mark for pilots entering the harbor. On the esplanade at the foot of the hill a modest monument commemorates the heroism of five men who in 1861 lost their lives "whilst gallantly volunteering their services in the effort to save two men belonging to the pilot boat which had been upset by a heavy sea." A third fortification is Fort Montague, on the shore at the eastern entrance to the harbor; like the others, it is in ruin; and the old cannon have no story to tell of valiant defense against a Spanish foe.

Among the novel forms of vegetation which interest the visitor the most remarkable is the ancient ceiba or silk cotton tree near the public buildings, whose immense buttresses are shown in our illustration. Close by is a grove of the royal poinciana. Another tree to attract notice is the whistling bean, named from the sound produced by the wind blowing upon its seed pods; it is also called "old woman's tongue" because it is never quiet. The small boys importune the stranger to buy the "sand box bean," a seed pod which takes its name from the old ink-sanding box, which it resembles.

The negro settlements of Congo Town and Grant's Town, lying just outside of Nassau on the west, are extremely curious collections of thatched huts and little houses, with cocoanut palms and oranges, and diminutive garden patches, surrounded by walls of rock. It is all rock here; when they plant they use the axe instead of the spade. The people are descendants of slaves and of companies of Africans rescued from slave ships by British men-of-war, and given asylum here. They have preserved many of the primitive African ways. Everything tells of an extreme simplicity of living, the barest of housing and the most meagre fare; it is all on a small scale; even the people themselves are small. Among the novel customs of Congo Town are the night markets, when fires are kindled by the roadside, for the display of vegetables and fruit; and the fire dances, in which the dancing is about a fire outdoors.



COLUMBUS CATHEDRAL IN HAVANA.

Cuba.

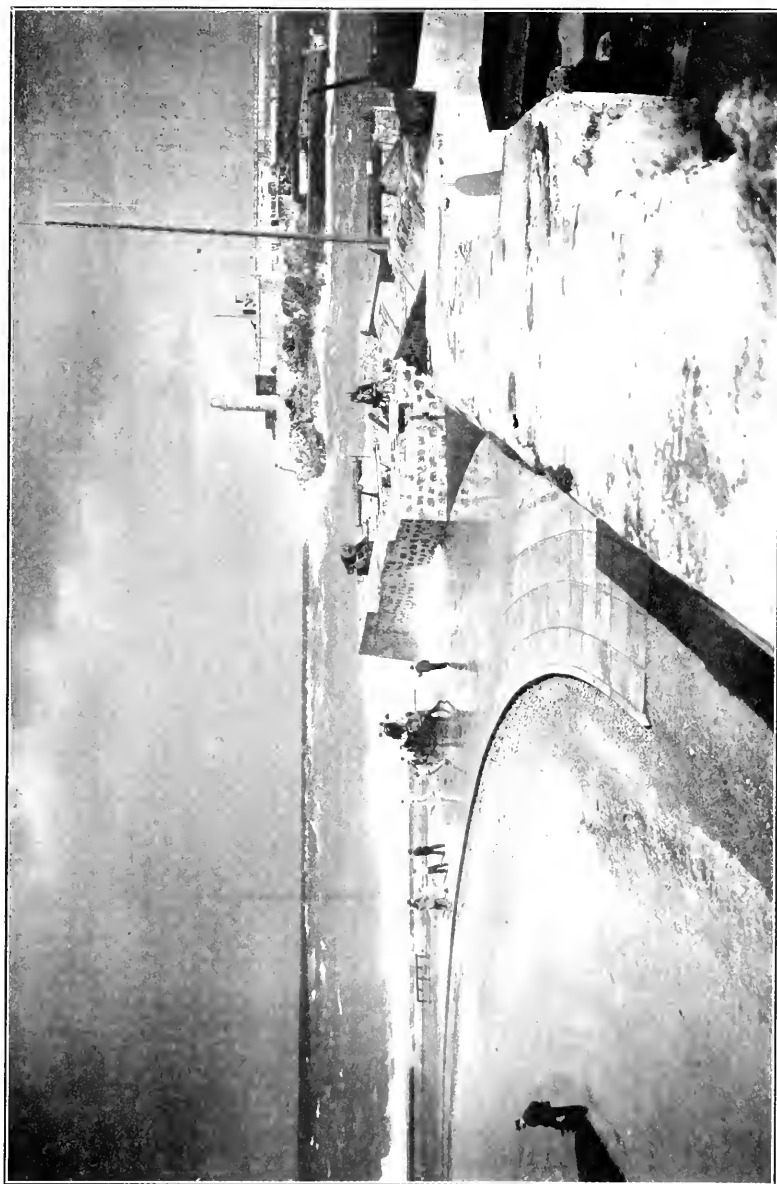
*** The "Standard Guide to Cuba" and the "Standard Guide to Havana," the new handbooks for tourists, published by Messrs. Foster & Reynolds, are very complete in scope, beautiful in illustration and practical in their usefulness to travelers. See advertisement on another page.

CUBA is truly tropical. The lush vegetation is that of the torrid zone. The encircling seas give the island a climate which, in winter and spring, is delicious. As surely as the sunrise, comes the sea breeze to temper the heat. The atmosphere is marvelously clear and transparent. The beauty of the scenery is a revelation—the tinted seas, the mountain ranges, lovely valleys and highly cultivated plains in a succession of panoramas which surprise and delight. The attractions are endless. The island is healthful; there is no yellow fever, nor any more danger of it than in the Southern States. Travel is safe and convenient. The railroads have modern equipment and are well managed. The steamships—the Herrera Line on the north shore and the Menendez Line on the south coast—are clean and commodious and set good tables, and the trip on either coast from one land-locked harbor to another is an enjoyable experience. After Havana and Matanzas, the most interesting place to visit is Santiago, and after that comes Cienfuegos.

Havana is considered one of the most picturesque cities of the Western Hemisphere, and is extremely quaint in many of its aspects, and therefore interesting. Its architecture and streets are of a distant past, while its bustle and commercial activity remind one of the modern metropolis. There are enough sights in and around the city to keep the tourist busy as long as he elects to remain.

One of the most interesting of trips is that to Matanzas, located on the United Railways of Havana, some fifty-five miles from Havana. At a half hour's drive from the city, Cuba's most famous natural attractions may be seen—the Yumuri Valley and Bellamar Caves. The United Railways of Havana issue coupon tickets including the round-trip fare between Havana and Matanzas, an excellent lunch, a *volanta* (or carriage) drive through the best streets of the town, and to the Yumuri Valley and Bellamar Caves, and admission to the caves. Parties leave Havana daily under the conduction of a competent guide-interpreter in the employ of the company—whose services are absolutely gratis.

The Cuban Railroad, which runs from Santa Clara to Santiago, a distance of 374 miles, is of the American standard and equipment, and affords for the tourist not only many scenic attractions, but the best means of learning the great agricultural and commercial resources of the island, which are awaiting development. The Cuba Company has acquired hundreds of square miles of fertile farming lands along its line, and has devised a system of farm villages, in which groups of thirty and forty acre farms radiate from a central cluster of farm-houses, built around a common—an admirable system, which makes for sociability and the amenities of living.



WHEN THE SPRAY DASHES ON THE MALECON.
From the Standard Guide to Havana.

On the Way Home.

SAVANNAH, with its twenty-four parks and its broad streets shaded with magnificent oaks, its many handsome residences, and its flower gardens which bloom the year around, is one of the most attractive cities in the South. Forsyth Park, the Pulaski Monument, and the Jasper Monument should have attention, while the busy scenes of Bay street and the river front offer an excellent opportunity to study the vast commercial interests of which Savannah is the center. Bonaventure Cemetery is renowned for its ancient live-oaks, trees as majestic and impressive as any to be found on the Atlantic Coast.

CHARLESTON is full of objects of interest to every American. Here in the harbor is Fort Sumter, with dismantled walls, but flying the Stars and Stripes above it. At Moultrieville is the grave of Osceola, the Seminole, who died while imprisoned in Fort Moultrie. The new fortifications just finished by the United States Government are the largest in extent on the Atlantic coast. The Magnolia Gardens, filled with japonicas, rose bushes and azaleas, present a spectacle of floral magnificence, and the continent may be challenged to equal the superb effect. Artists make pilgrimages to Charleston in the spring to paint its wonderful flowers. The Chicora Golf Club has a fine course, with cozy club house, where tourists will be welcome. There are miles of fine shell roads for the carriage and bicycle, leading along broad avenues lined with handsome residences and through groves of ancient oaks draped with silver moss. On the road around the Battery an excellent view of the harbor and many historical points of interest is obtained. Then there is old St. Michael's, the ante-Revolutionary Church, with its historic chimes and tall tower.

PINEHURST, North Carolina, is situated in a pine-clad sand-hill region of marked healthfulness and having a genial and equable climate. The town is unique; it was laid out by landscape architects as a beautiful residence park; is entirely under one ownership and control, and has been developed into a model village of refined homes. Each year, as its fame goes abroad, it attracts a growing number of permanent residents and tourists tarrying on the way home from South to North. It is reached by both the Southern Railway and the Seaboard Air Line.

CHATTANOOGA may well have a place in one's itinerary. Historical associations cluster thick about it—Lookout Mountain, Missionary Ridge, Chickamauga. The National Park, to which State after State has contributed its memorials of those who served in the Civil War, has made Chattanooga a point of pious pilgrimage for many thousands. The view from the bluff of Lookout Mountain is one of the most imposing and at the same time one of the most beautiful mountain prospects to be found in America.

AIKEN and Augusta are the winter homes of many northern people, and are favorite stopping places on the way home. Both have ample resources for the entertainment of the visitor.

CAMDEN has abiding interest for the tourist because of the graces and adornments lavished upon it by nature and the historical associations which cling to it.

RICHMOND, the venerable capital of the James, has many attractions in its beautiful site and picturesque surroundings, and its historic associations. The Capitol building, which dates from the last century, contains with other treasured heirlooms of the past Houdon's Statue of Washington, a copy of which is in the National Statuary Hall at Washington. Capitol Square has for chief adornment Crawford's noble work, the Washington Monument, and here, too, are statues of Clay and Stonewall Jackson, and elsewhere the Lee Monument.

OLD POINT COMFORT holds an unique place. Situation, climate, scenery and surroundings conspire to make it the most popular of all-the-year-around seaside resorts. The locality is one rendered ever famous by the momentous events which took place here in the sea conflicts of the Civil War. From the hotel piazzas one looks out over the broad waters where, in their terrific duel, the Monitor and the Merrimac changed the modes of naval warfare. Old Point is the seat of Fort Monroe, the largest fortification on the continent, and Hampton Roads is a rendezvous of the White Squadron. Proximity to Washington and ease of access from New York make it the favorite resort of many distinguished people, and its social features most brilliant.

HOT SPRINGS, Virginia, on the Chesapeake & Ohio Railway, is at an elevation of 2,500 feet in a picturesque valley, amid magnificent mountain surroundings. The springs, which give the place its name, have been famous for generations; to-day Hot Springs maintains its prestige as one of the most important and fashionable health and pleasure resorts of the continent.



FORT MARION.



And the Beautiful Sapphire Country.

"THE Land of the Sky" is that portion of Western North Carolina lying between the Blue Ridge Mountains and the Iron, Smoky and Unaka ranges of Eastern Tennessee. It is a superb elevated plateau, the lowest point of which is more than 2,000 feet above the level of the sea. It is protected in winter from chilling winds by the surrounding mountains. Geographically, it is situated in the most favored portion of the temperate zone. Topographically, it is mountainous, and is largely covered with forests in which the long leaf or turpentine pine predominates. It is traversed by splendid rivers, and dotted with beautiful skies. Its scenery is unrivaled, even by the more famous localities of the far West, and its accessibility is such that it can be reached either from the North, the East, the South, or the Middle West in a few hours, whereas the scenic glories of the West requires several days in which to reach them.

To reach this favored section the traveler from the East should take one of the through trains of the Southern Railway, through Washington, Lynchburg, and Salisbury, N. C. Close connection is made at Salisbury with the main line trains to and from the East, and elegant Pullman drawing room sleeping cars afford superb service, so that passengers from New York can take the through Pullman sleeping car at that point in the evening, and the following day at noon reach Asheville or Hot Springs in perfect comfort and without change of cars.

From Florida and the South the through trains of the Southern Railway take the traveler through Columbia and Spartanburg, affording through Pullman car service.

From the North and West the most direct route is through Cincinnati, or through Chattanooga and Knoxville.

So it matters not from what direction you may be coming, passengers will find the Southern Railway prepared to afford the very best schedule and through car service.

"The Land of the Sky" is about equal to Switzerland in area, and greatly resembles it in its majestic natural beauty and sublimity. The greater profusion of vegetation here, however, gives a softness of effect to its marvelous landscapes that mark the principal difference between this country and that of the European Alps.

The charm of this land is real and apparent; its delights are an actuality. Perhaps the most notable and complete surrender to the fascination of its physical charms is its choice by George Vanderbilt, Esq., as a site for his magnificent estate, "Biltmore," within two miles of the city of Asheville, and nearly the exact center of this scenic wonderland. Mr. Vanderbilt's residence—which is said to have cost more than \$3,000,000—occupies the most commanding site in this splendid domain, and is considered the masterpiece of its designer, the late Richard M. Hunt, America's most famous architect.

Asheville, that Mecca of health-seekers, the spot best known among the resorts of this splendid region, stands higher above the sea level (2,288 feet) than any other city in America east of the Rockies. The visitor will find Asheville a progressive, modern city. Its streets are well paved and lighted, and trolley lines run to all the suburbs. The city has an opera house, clubs, an art gallery, a public library, a handsome new auditorium, and hotels which enjoy widespread and well deserved repute for their excellence. The two largest houses, the Battery Park and the Kenilworth Inn, are each beautifully located, the former in a handsome private park in the very center of the city. Kenilworth Inn is located about two miles from the city proper, at Biltmore, where is also situated Mr.



THE LAND OF THE SKY IS FILLED WITH SCENIC SURPRISES

George W. Vanderbilt's magnificent residential property, the finest estate in America. The Albemarle Manor, built after the fashion of a quaint English

inn, is also a very excellent hotel, as is also the Victoria Inn. There are quite a number of hotels of less importance which afford excellent accommodations at moderate prices.

Stretching from Asheville on the northwest for thirty-four miles is the lovely French Broad River, along which the Southern Railway winds. The foaming stream here darts out and in between rocky cliffs now gleaming in a broad patch of sunlight, now leaping along in the shadow of great boulders, ever fascinating in its wild and unrestrained beauty—a water sprite on a madcap chase.

High among these mountains, in a beautiful valley, are the Hot Springs of North Carolina, which yearly offer relief to hundreds in search of health and strength. But the crowning glory of the place is its hot waters, which are thrown up from the earth in a number of springs, the temperature of which ranges from 96 to 110 degrees. The curative properties of the water of these springs is shown in the marked remedial effect in diseases of the liver and kidneys, in rheumatism, gout, and sciatica. Persons suffering from dyspepsia, insomnia, or nervous troubles also find great relief.

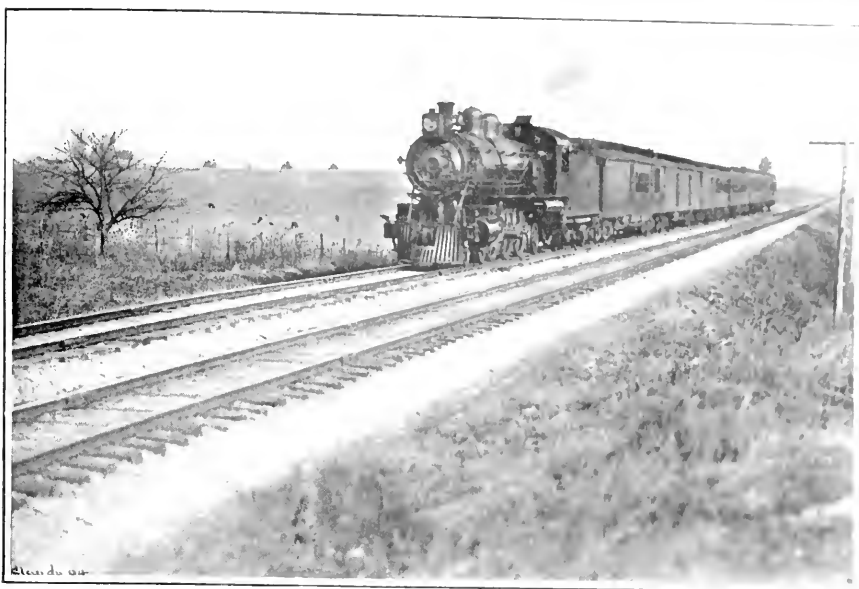
The Mountain Park Hotel, located here, is comfortable and modern in its appointments.

Another highly favored region is on the branch of the Southern Railway leading from Asheville to Spartanburg, S. C., including Tryon, Saluda, Hendersonville, Flat Rock, and the beautiful Sapphire country.

The Sapphire country is a region full of delightful surprises to the tourist, sportsman and health-seeker. No other section contains more clear, cold and wonderfully picturesque streams, so many grand waterfalls, such wide-sweeping mountain views, such beautiful lakes and verdure-clad valleys.

Lakes Toxaway, Fairfield and Sapphire, in the heart of North Carolina mountains, are duplicates of the most beautiful gems of the Adirondacks. Nowhere else in the South, at this altitude, are there such bodies of water of wonderful beauty and greatly varied characters. The hotels of the Toxaway Company—Toxaway Inn, Lake Toxaway, N. C., altitude 3,100 feet; Fairfield Inn, Lake Fairfield, N. C., altitude 3,300 feet; Sapphire Inn, Lake Sapphire, N. C., altitude 3,300 feet; Franklin Inn, Brevard, N. C., altitude 2,250 feet; The Lodge, Mount Toxaway, N. C., altitude 5,000 feet, superbly located in this beautiful region—are large and modern, and the service and cuisine are equal to that of the best metropolitan hostelryes.

To those who have been spending a time under the bright and languid skies of Florida, and who do not wish to risk the sudden transition from summer to winter, which threatens all who return north, until spring has fairly set in, the beautiful mountain region of western North Carolina holds out alluring attractions, because of its superb and unsurpassed natural scenery, and its excellent climate, free from extremes of heat and cold.



ONE OF THE FAST NEW YORK AND FLORIDA TRAINS ON THE SOUTHERN'S DOUBLE TRACK.

THREE DAILY TRAINS

Between Florida and the North and East

ALL POINTS NORTH and EAST best reached via

SOUTHERN RAILWAY

This System with its connections forms the great trunk line, operating high-class vestibuled trains with Superb Dining Car Service, between

Florida and New York, and Points East,

affording not only the most perfect service, in the way of Pullman Drawing Room Sleeping Cars, Observation Cars, Dining Cars and Day Coaches, but quick and most satisfactory time between all points.

"THE SOUTHERN'S PALM LIMITED"

One of the most superb and elegantly equipped trains in the world, leaves New York, via Penn. R. R., daily, except Sunday, at 12:55 P. M.; leaves Washington, via Southern Railway, 6:55 P. M.; arriving Jacksonville at 2:40 P. M.; and St. Augustine 3:50 P. M., following day.

Returning, this train leaves St. Augustine, via Florida East Coast Railway, 11:10 A. M., daily, except Sunday; leaves Jacksonville, Southern Railway, 12:20 P. M.; arrives Washington 10:15 A. M., and New York 4:15 P. M., following day.

This train is composed of Pullman Compartment, Observation and Drawing Room Sleeping Car, between New York and St. Augustine; also Pullman Drawing Room Sleeping Car between New York, Miami and Augusta.

High-Class Dining Car Service and Club Cars.

"THE NEW YORK AND FLORIDA EXPRESS"

Leaves New York, via Penn. R. R., daily at 3:25 P. M.; leaves Washington, via Southern Railway, 9:30 P. M., arriving Jacksonville 7:40 P. M., following day, making direct connection for Miami, Port of Spain, Cuba; returning, leaves Jacksonville, via Southern Railway, 9:20 A. M., arriving Washington 2:40 A. M., and New York 4:15 P. M., following day.

This train is composed of elegant Pullman Drawing Room Sleeping Cars between New York and Port Tampa, and day coaches between Washington and Jacksonville. Dining Car serves meals en route. Also Pullman Drawing Room Sleeping Cars between New York and Augusta.

"THE WASHINGTON AND FLORIDA LIMITED"

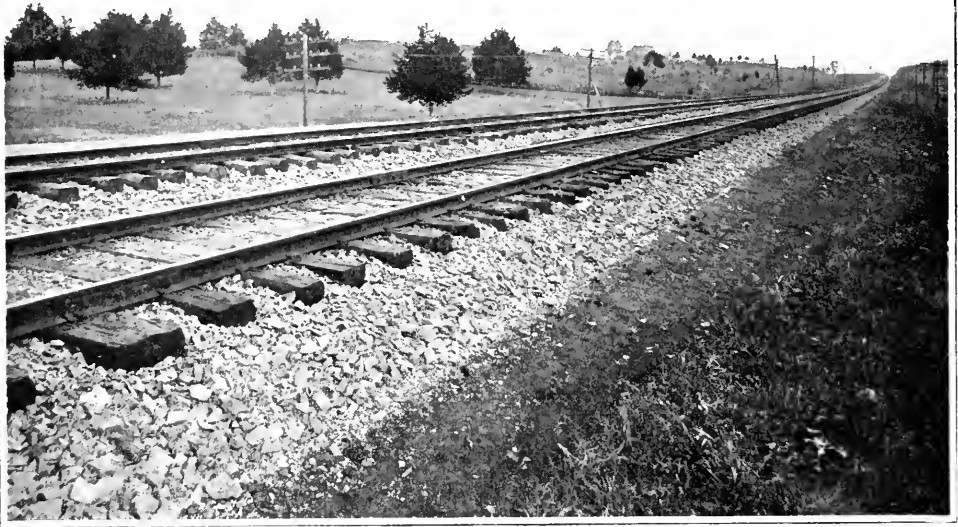
Leaves New York, via Penn. R. R., at 12:10 n't; leaves Washington, via Southern Railway, 10:40 A. M., arriving Jacksonville 9:00 A. M., following day. Returning, leaves Jacksonville, via Southern Railway, 7:55 P. M., arriving Washington 9:50 P. M., following evening, and New York 4:15 A. M., following day.

This train is composed of elegant Pullman Drawing Room Sleeping Cars between New York and Jacksonville, and day coaches between Washington and Jacksonville. Dining Car serves meals en route. Service of excellence.

Close connection at Jacksonville to and from the noted resorts on the East Coast and West Coast of Florida. Connection also at Miami and Tampa to and from Key West, Havana and Nassau. **QUICKEST ROUTE BETWEEN HAVANA AND NEW YORK.**

Apply for Folders and Detailed Information.

ASK MR. FOSTER for further information and printed matter of the Hotels, Routes and Resorts here advertised, at the Standard Guide Travel Offices: Jacksonville (210 Hogan St.), St. Augustine (Cordova Corner), Palm Beach (Facing Royal Poinciana), Miami (First National Bank Bldg.), Havana (Prado), Washington (1333 Pennsylvania Ave.).



THROUGH HISTORIC VIRGINIA. SOUTHERN RAILWAY—THE DOUBLE-TRACK LINE.

THE SOUTHERN'S PALM LIMITED

BETWEEN FLORIDA AND THE EAST, Via

SOUTHERN RAILWAY

Solid Train between St Augustine and New York.

This elegant train went into service again on January 9th, 1905, and the success with which the Southern's Palm Limited has met heretofore, only insures its greater popularity this season.

Train leaves New York and St. Augustine, respectively, daily except Sunday.

ROUTE:

Pennsylvania Railroad,	-	-	Between New York and Washington.
Southern Railway,	-	-	Between Washington and Jacksonville.
Florida East Coast Railway,	-	-	Between Jacksonville and St. Augustine.

SCHEDULE:

NORTHBOUND.		SOUTHBOUND.	
Leave St. Augustine,	11:40 A. M.	Leave New York,	12:55 P. M.
Leave Jacksonville,	12:20 P. M.	Leave West Philadelphia,	3:25 P. M.
Leave Savannah,	4:25 P. M.	Leave Baltimore,	5:36 P. M.
Leave Columbia,	9:30 P. M.	Leave Washington,	6:55 P. M.
Arrive Washington,	10:45 A. M.	Arrive Columbia,	7:46 A. M.
Arrive Baltimore,	11:30 A. M.	Arrive Savannah,	10:30 A. M.
Arrive West Philadelphia,	1:45 P. M.	Arrive Jacksonville,	2:40 P. M.
Arrive New York,	4:15 P. M.	Arrive St. Augustine,	3:50 P. M.

Elegant Pullman Compartment, Observation, and Drawing Room Sleeping Cars between New York and St. Augustine; also Pullman Drawing Room State Room Sleeping Car between New York, Aiken and Augusta.

High-Class Dining Car Service and Club Cars.

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A. S. THWEATT, Eastern Passenger Agent,	-	-	L. S. BROWN, General Agent,
1185 Broadway, New York City.	-	-	705 Fifteenth Street, N. W., Washington, D. C.

C. H. ACKERT, General Manager,
Washington, D. C.

S. H. HARDWICK, P. T. M.,
Washington, D. C.

W. H. TAYLOR, G. P. A.,
Washington, D. C.

Schedule in effect January 9, 1905.

BROOKS MORGAN, A. G. P. A.,
Atlanta, Ga.

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Between Florida and the North the Most Direct Route is via

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ROUTE OF THE CHICAGO AND FLORIDA SPECIAL:

Between Chicago and Cincinnati, - - - Big Four Route.
Between Cincinnati and Chattanooga, - - - Queen and Crescent Route.
Between Chattanooga and Jacksonville, - - - Southern Railway, via Atlanta and Macon.
Between Jacksonville and St. Augustine, - - - Florida East Coast Railway.

NORTHBOUND.

SCHEDULE.

SOUTHBOUND.

Leave St. Augustine, F. E. C. Ry., - 7:50 A. M.
Leave Jacksonville, Southern Ry., - 9:00 A. M.
Leave Macon, Southern Ry., - 3:45 P. M.
Leave Atlanta, Southern Ry., - 6:05 P. M.
Arrive Chattanooga, Southern Ry., - 10:25 P. M.
Arrive Cincinnati, O. & C. Route, - 7:55 A. M.
Arrive St. Louis, Southern Ry., - 6:12 P. M.
Arrive Cleveland, Big Four, - 3:00 P. M.
Arrive Toledo, C. H. & D., - 2:20 P. M.
Arrive Detroit, Pere Marquette, - 4:10 P. M.
Arrive Chicago, Big Four, - 5:30 P. M.

Leave Chicago, Big Four, - 1:00 P. M.
Leave Detroit, - 12:35 P. M.
Leave Toledo, - 2:15 P. M.
Leave Cleveland, - 12:30 P. M.
Leave St. Louis, - 10:00 A. M.
Leave Cincinnati, O. & C. Route, - 9:25 P. M.
Leave Chattanooga, Southern Ry., - 7:15 A. M.
Arrive Atlanta, Southern Ry., - 11:35 A. M.
Arrive Macon, Southern Ry., - 1:55 P. M.
Arrive Jacksonville, Southern Ry., - 9:25 P. M.
Arrive St. Augustine, F. E. C. Ry., - 10:35 P. M.

This train is composed of Pullman equipment of the most modern construction, and ranks among the finest trains in America. Through Sleeping Cars between Chicago, Cleveland, Detroit, Toledo, Columbus, St. Louis, Louisville, Cincinnati and St. Augustine. **UNEXCELLED DINING CAR SERVICE.** • **OBSERVATION CAR.**

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FLORIDA LIMITED Daily, with through Pullman Sleeping Cars, between • •

CHICAGO, CINCINNATI AND ST. AUGUSTINE.

NORTHBOUND.

SCHEDULE.

SOUTHBOUND.

Leave St. Augustine, F. E. C. Ry., - 6:10 P. M.
Leave Jacksonville, Southern Ry., - 7:45 P. M.
Leave Macon, Southern Ry., - 3:05 A. M.
Leave Atlanta, Southern Ry., - 5:30 A. M.
Arrive Chattanooga, Southern Ry., - 9:45 A. M.
Arrive Cincinnati, O. & C. Route, - 7:40 P. M.
Arrive Louisville, Southern Ry., - 8:10 P. M.
Arrive Chicago, Monon Route - 7:23 A. M.

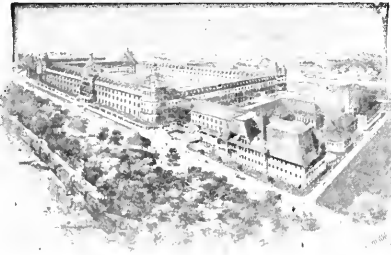
Leave Chicago, Monon Route - 9:02 P. M.
Leave Cincinnati, O. & C. Route, - 8:30 A. M.
Leave Louisville, Southern Ry., - 7:10 A. M.
Arrive Chattanooga, O. & C. Route, - 6:15 P. M.
Arrive Atlanta, Southern Ry., - 11:35 P. M.
Arrive Macon, Southern Ry., - 2:10 A. M.
Arrive Jacksonville, Southern Ry., - 9:35 A. M.
Arrive St. Augustine, F. E. C. Ry., - 10:15 A. M.

Elegant Pullman Drawing Room Sleeping Cars between Chicago and St. Augustine, and Cincinnati and St. Augustine. Dining Car serves meals en route. Dining Car Service of the highest standard of excellence.

Close connection at Jacksonville and St. Augustine to and from Resorts on East Coast and West Coast of Florida. Apply to any agent of the above mentioned lines for detailed information.

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Cuisine
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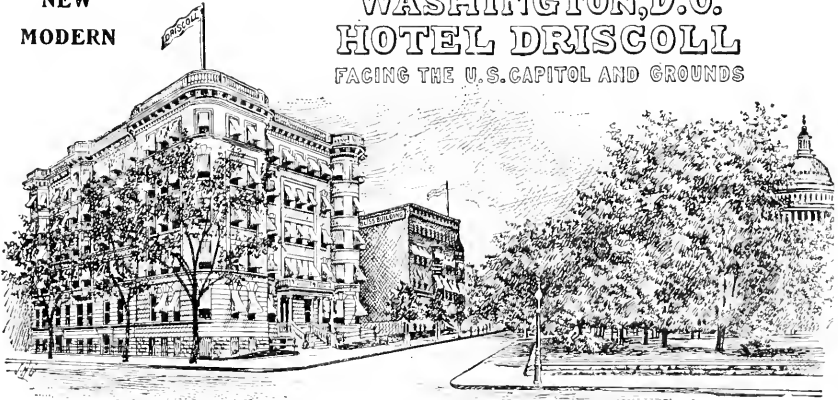


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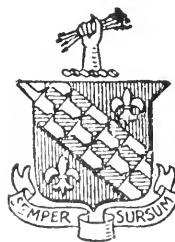
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THE BUCKINGHAM, on McPHERSON PARK, is in the very center of the most attractive and fashionable part of the city,

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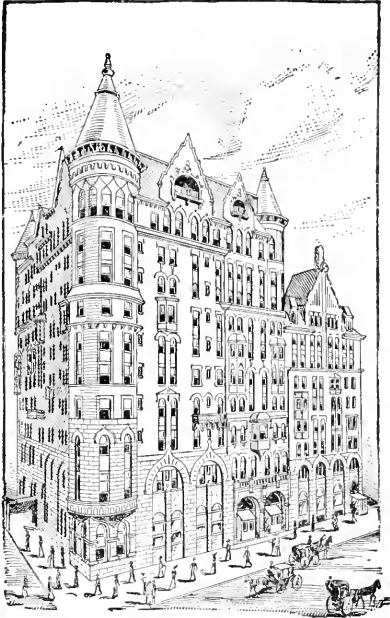
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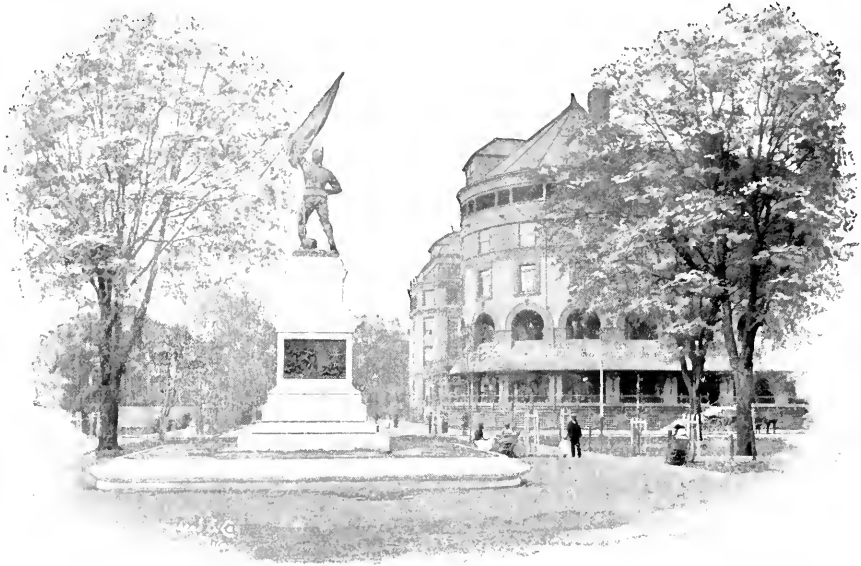

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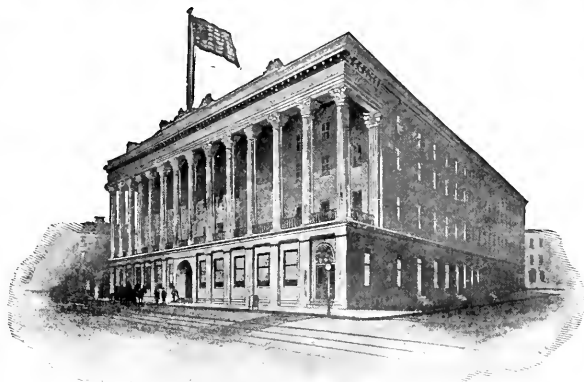
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Outdoor Amusements, splendidly equipped Country Club, with Golf, to which guests have access. Finest Winter Climate in America. New Naval station.

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THE MECKLENBURG is a new and up-to-date hotel, steam heated, electric lighted and first class in every respect. All outside rooms and perfect ventilation. 18,000 acres of game preserves. The finest Hydratic Department in the South, every known bath, including the Schott System of Nauheim baths. Just the place to break your homeward trip. Table and service unsurpassed. The celebrated mineral waters for which this place is noted, received the highest awards at the Chicago World's Fair and St. Louis Exposition. For further information ask MR. FOSTER or address **MECKLENBURG MINERAL SPRINGS CO., Chase City, Va.**

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Luxurious baths and most curative waters known for rheumatism, gout, obesity and nervous troubles. Complete Hydro-Therapeutic Apparatus. Club House with lounging and recreation rooms. Squash Court, Buffet, &c. Fine Golf Course, Tennis Courts, Swimming Pool, superior living and outdoor pastimes.



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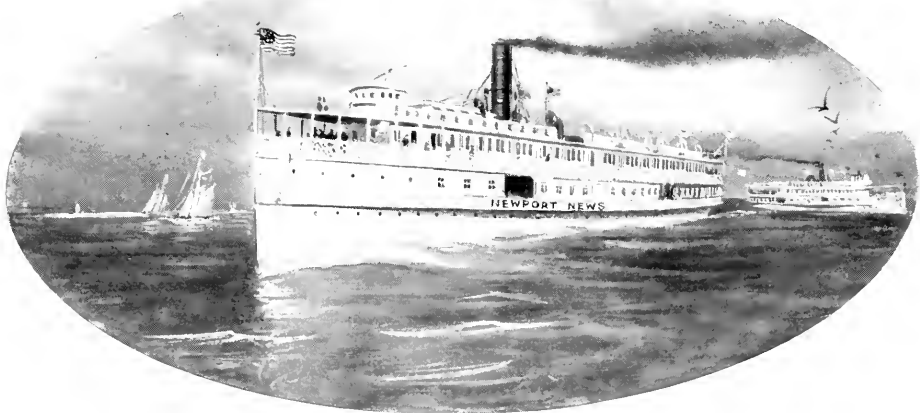
Seaboard Air Line and Atlantic Coast Line Trains connect at Richmond, Va., with the Chesapeake & Ohio Railway (the former in the new Main Street Station). **8 HOURS FROM RICHMOND TO VIRGINIA HOT SPRINGS.** Stop-over Allowed for Virginia Hot Springs on all through tickets to Cincinnati, St. Louis, Chicago and the West. Side-Trip Tickets from Richmond to the Springs to be used in connection with Excursion Tickets from points north of Washington may be secured at Richmond.

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Leave	PORTSMOUTH.....	5 00 P. M.
"	NORFOLK.....	6 00 "
"	FORTRESS MONROE ..	7 00 "
Arrive	ALEXANDRIA	6 30 A. M.
"	WASHINGTON.....	7 00 "

SOUTHBOUND

Leave	WASHINGTON	6 30 P. M.
"	ALEXANDRIA	7 00 "
Arrive	FORTRESS MONROE ..	7 00 A. M.
"	NORFOLK	8 00 "
"	PORTSMOUTH.....	8 15 "

Close connection made with all rail lines at Norfolk, Fortress Monroe and Washington, D. C., for all points North, South, East and West.

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Through Pullman service between Chicago, Cleveland, Detroit, Toledo, Louisville, St. Louis, Cincinnati, Jacksonville and St. Augustine without change, via Chattanooga ("Lookout Mountain") and Atlanta.

FLORIDA LIMITED

Through Pullman service between Chicago and Cincinnati, Jacksonville and St. Augustine, via Chattanooga ("Lookout Mountain") and Atlanta.

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Through Pullman service between Cincinnati and Jacksonville, via Asheville and Savannah; also between Cincinnati and Charleston, Louisville and Knoxville.

DINING AND OBSERVATION CARS ON ALL THROUGH TRAINS.

SOMETHING NEW

Winter Tourist Ticket to Florida can now be purchased, going via Chattanooga, "Lookout Mountain" and Atlanta, and returning via Asheville and the "Land of the Sky," giving our patrons a variable route.

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CINCINNATI.**

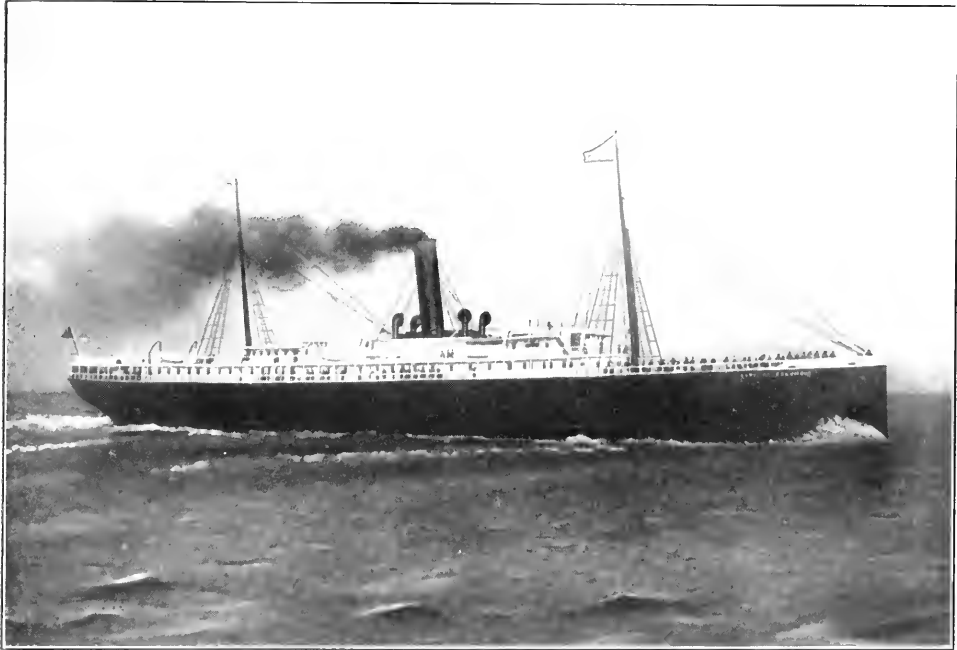
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See that your tickets read via

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LARGE NEW SHIPS, ELEGANTLY EQUIPPED

Tables supplied with the best that Southern and Northern markets afford. Large communicating staterooms.

SAVANNAH TO BOSTON Direct, every Monday and
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SAVANNAH TO NEW YORK Direct, every Monday, Wednesday
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Mr. Foster will give you a copy of the Green Folder, showing Sailing Dates, and Diagrams of Ships.

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*Dixie Flyer
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THROUGH DAILY SLEEPING CAR Jacksonville to St. Louis

Via Macon, Atlanta, Chattanooga and Nashville

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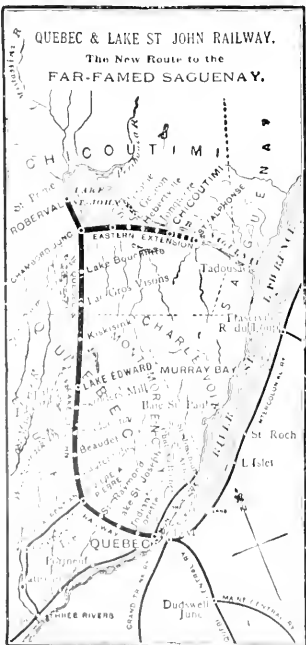
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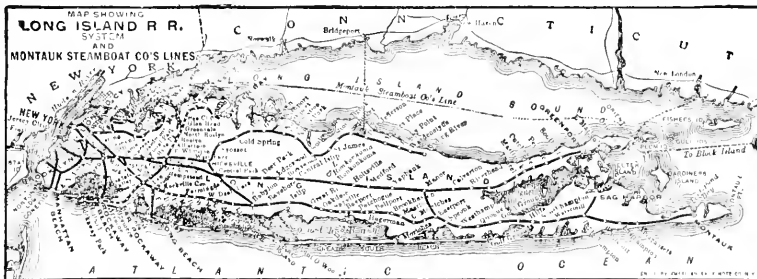
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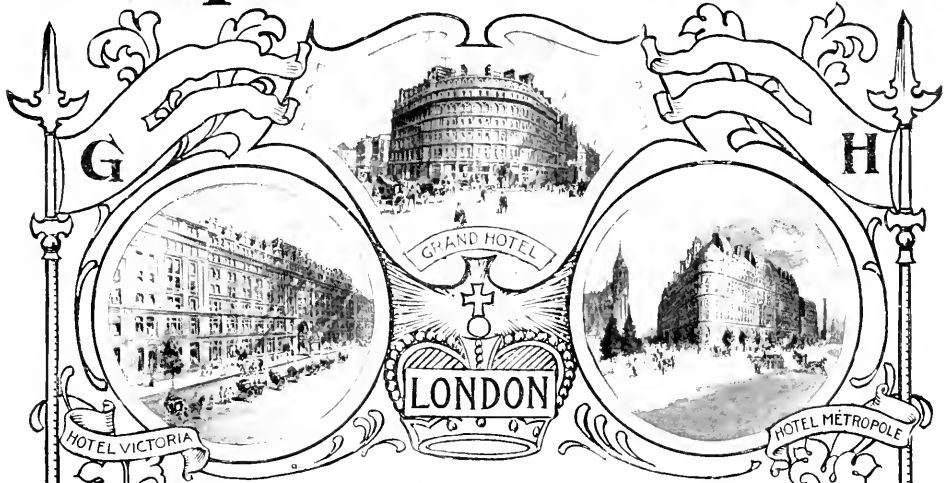
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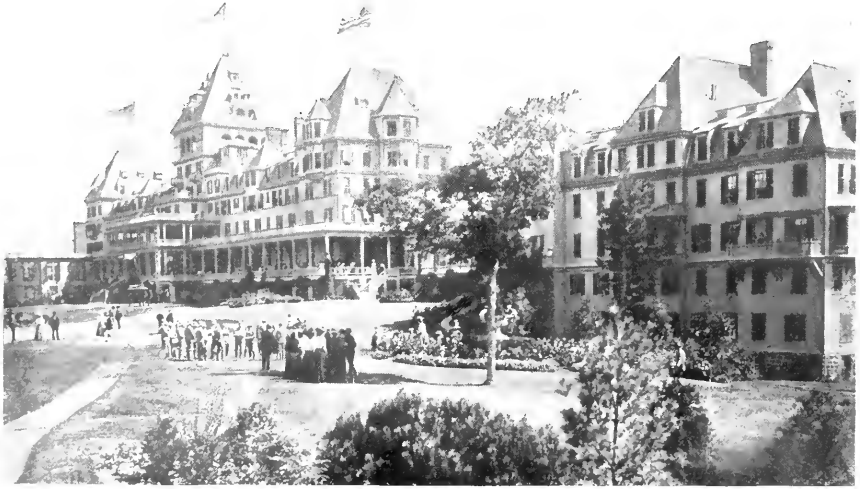
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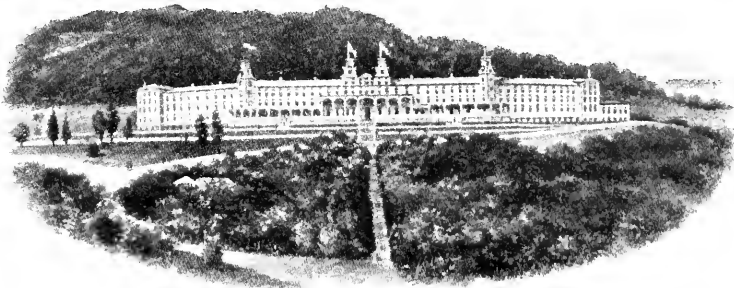
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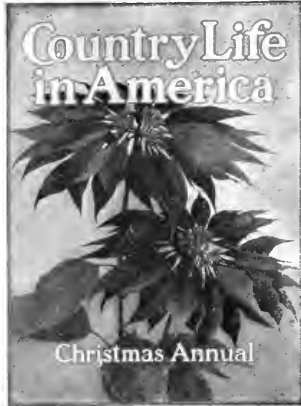
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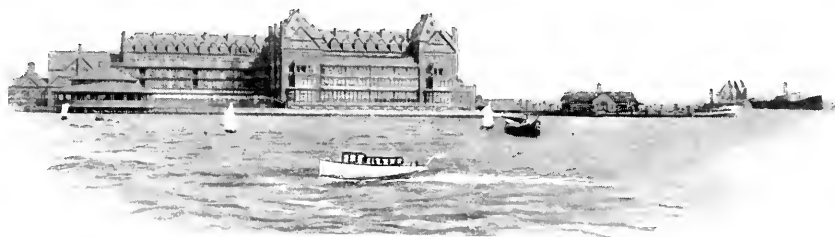
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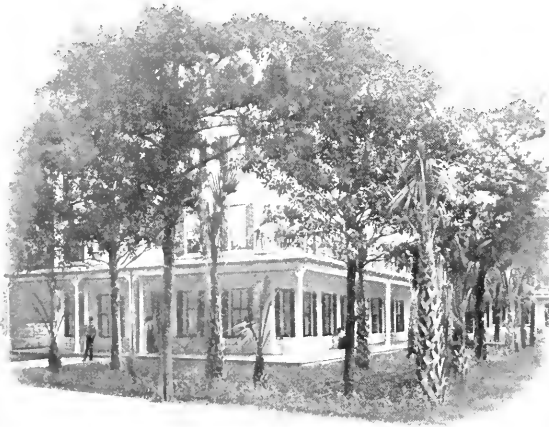
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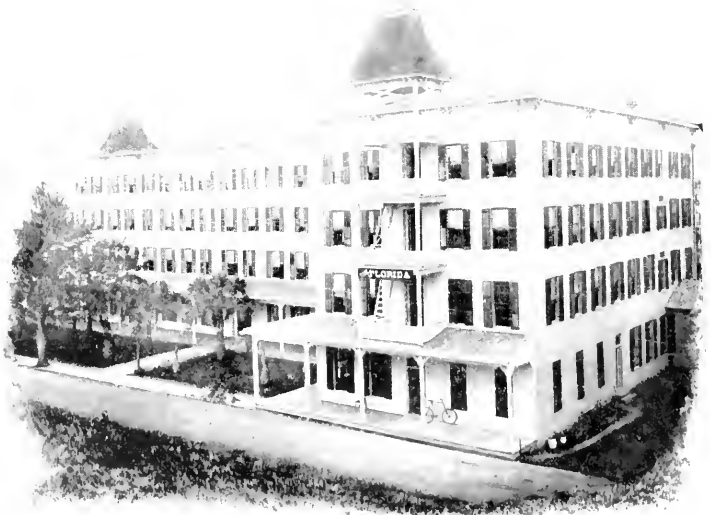
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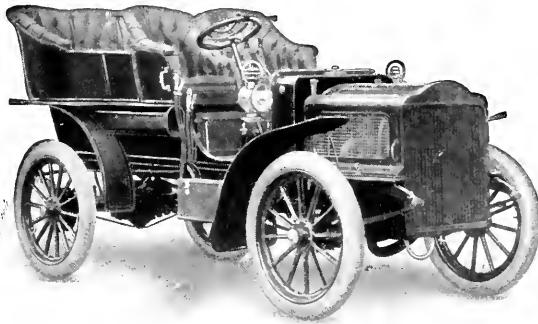
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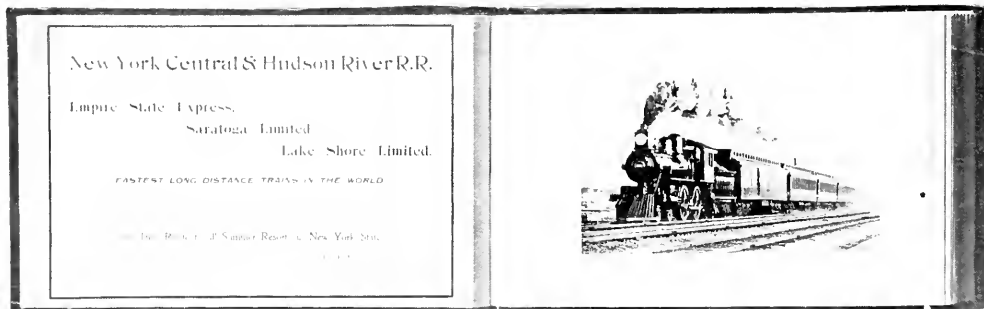
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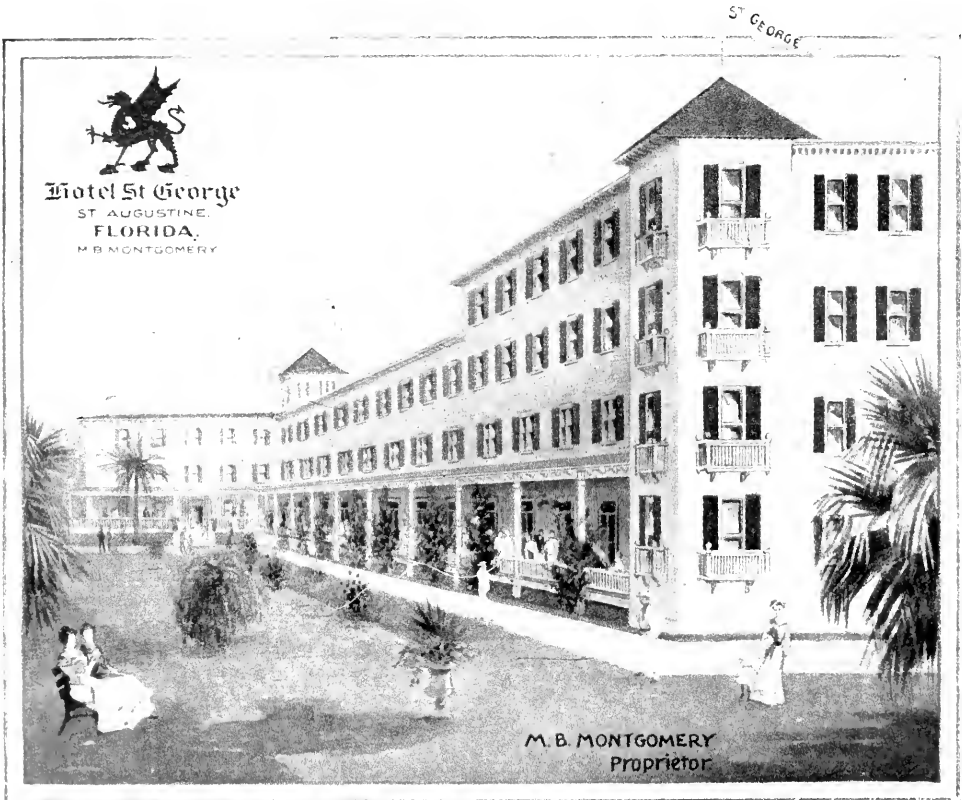
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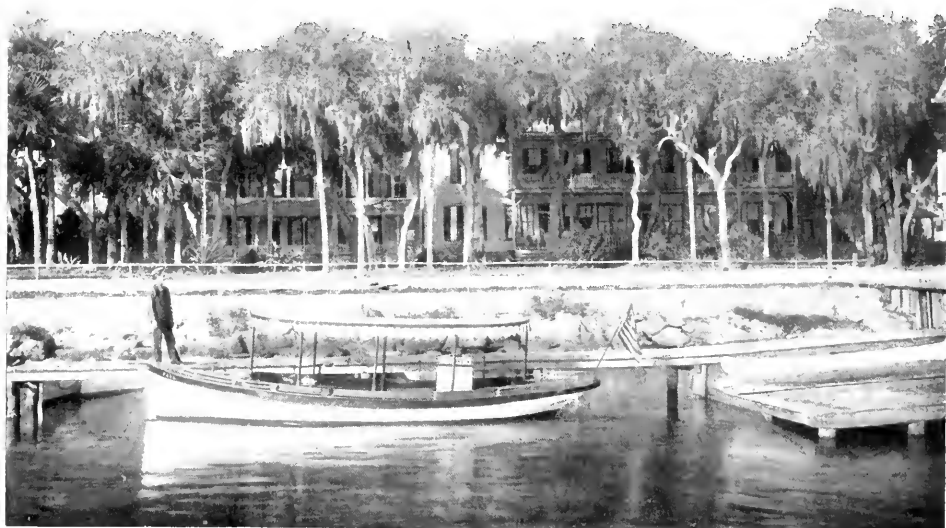
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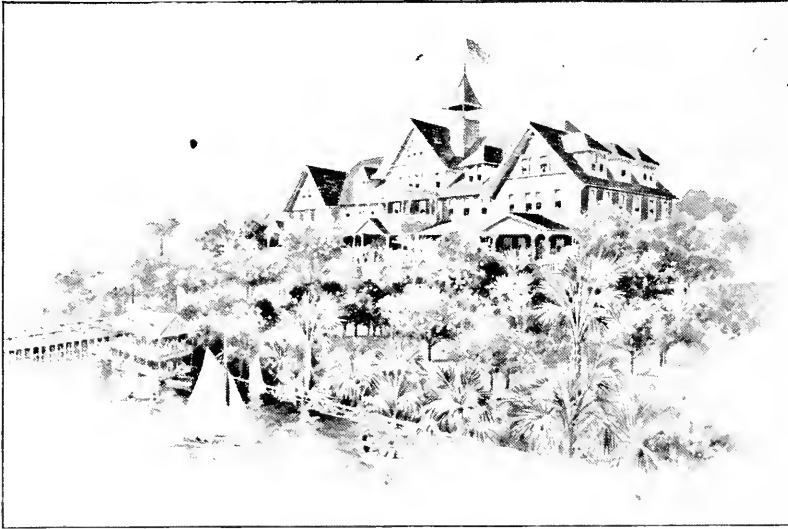
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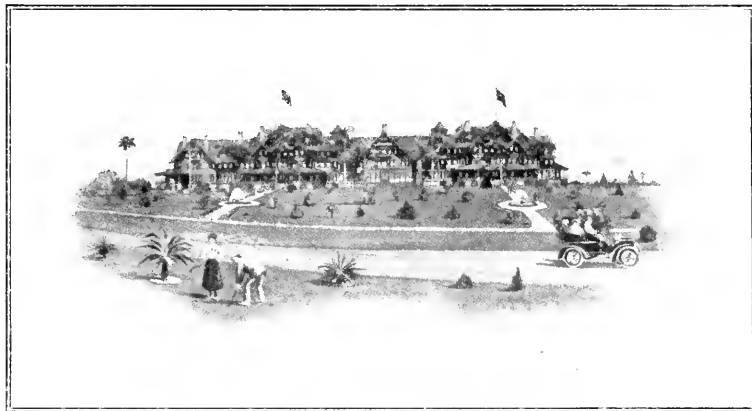
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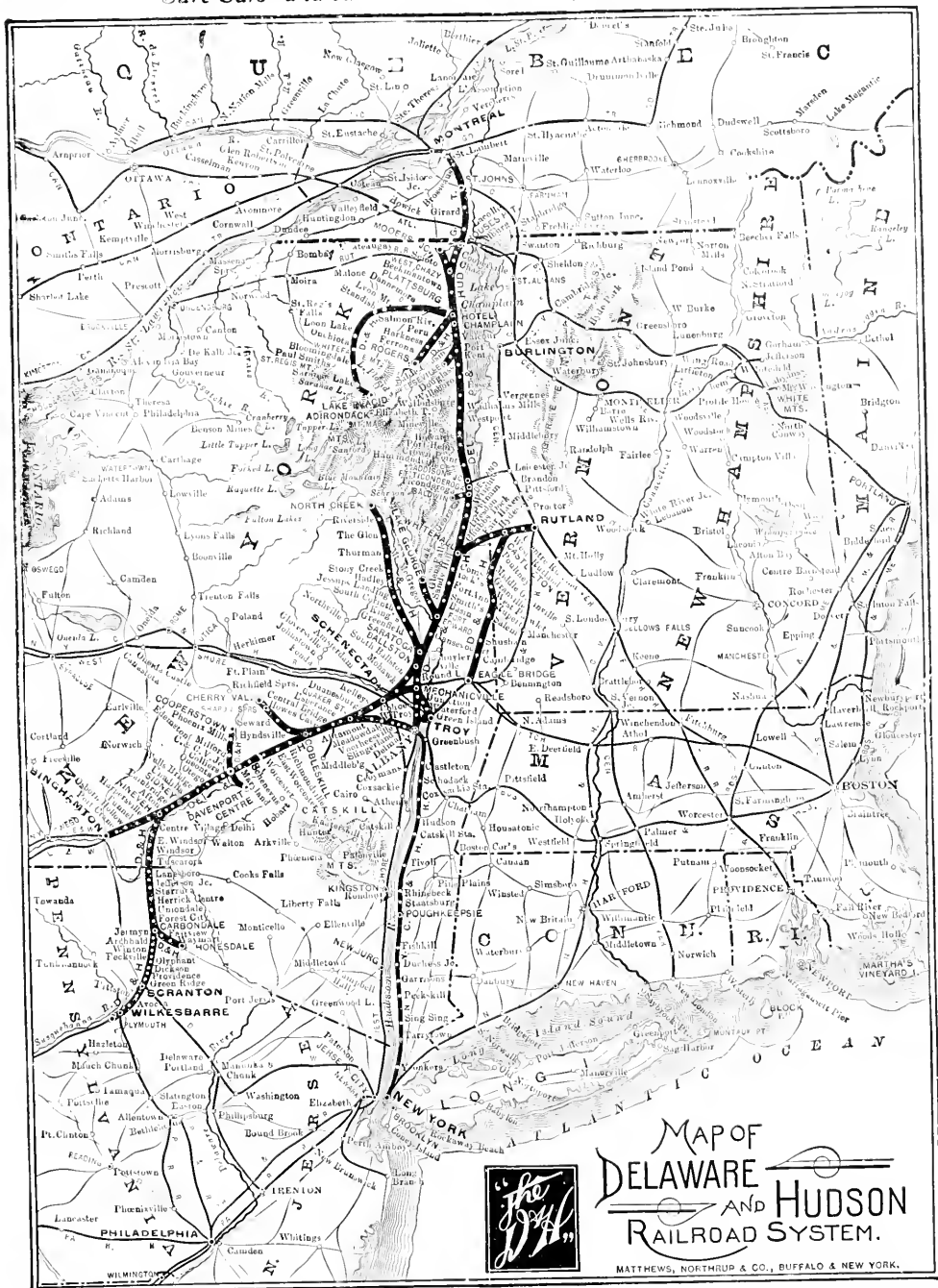
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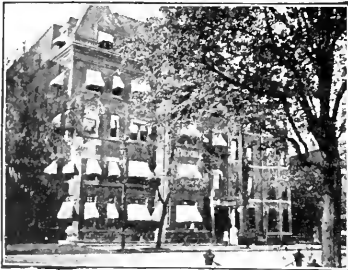
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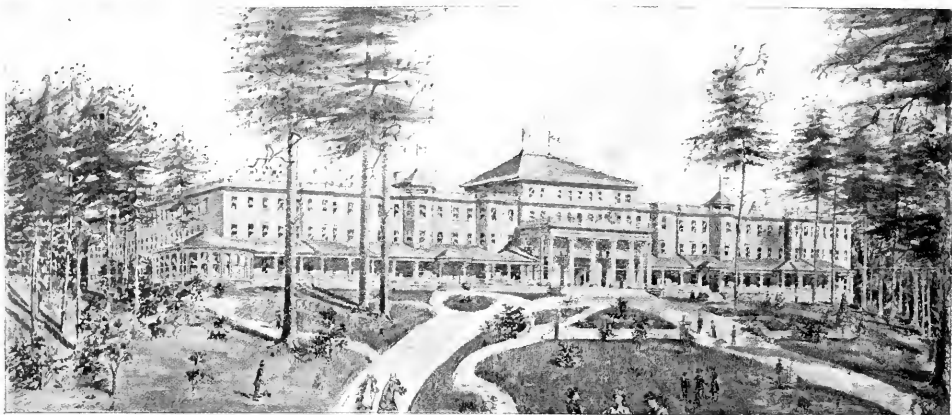
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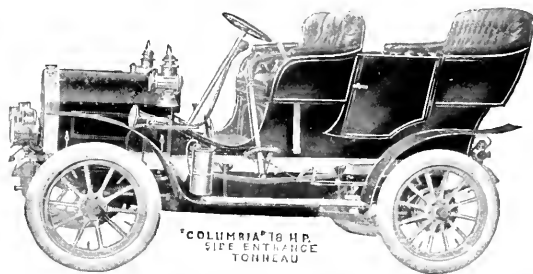
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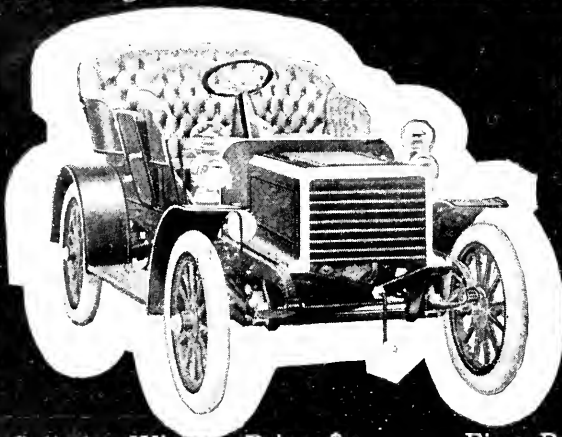
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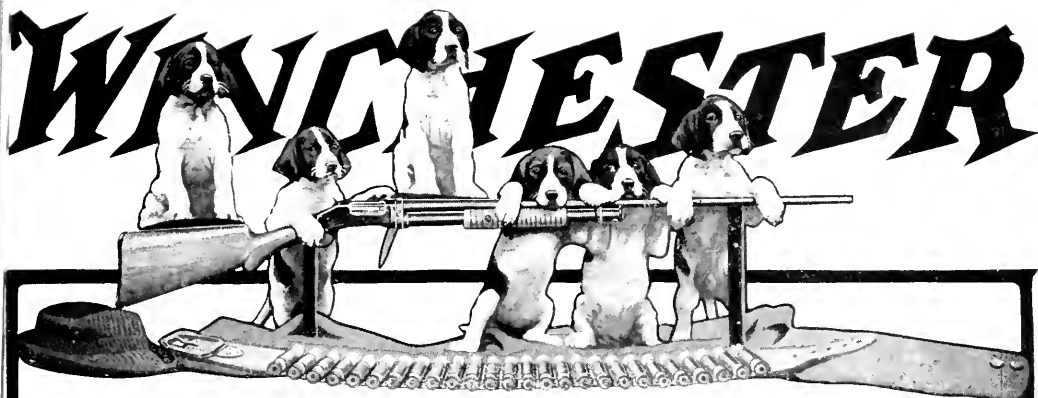
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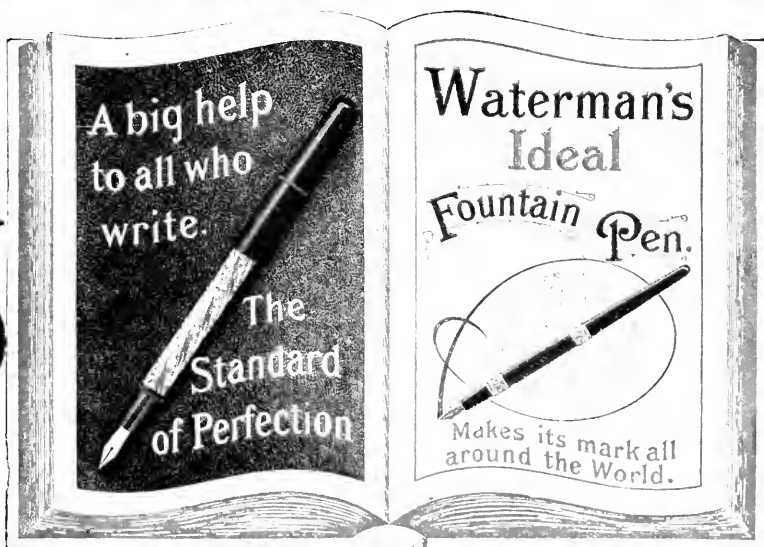
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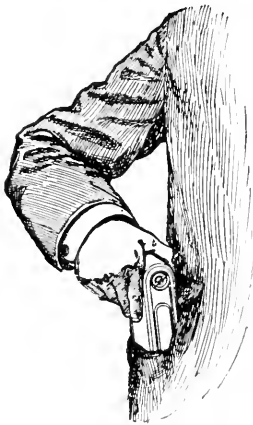
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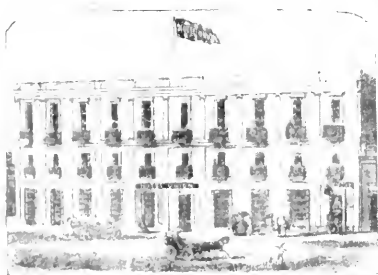
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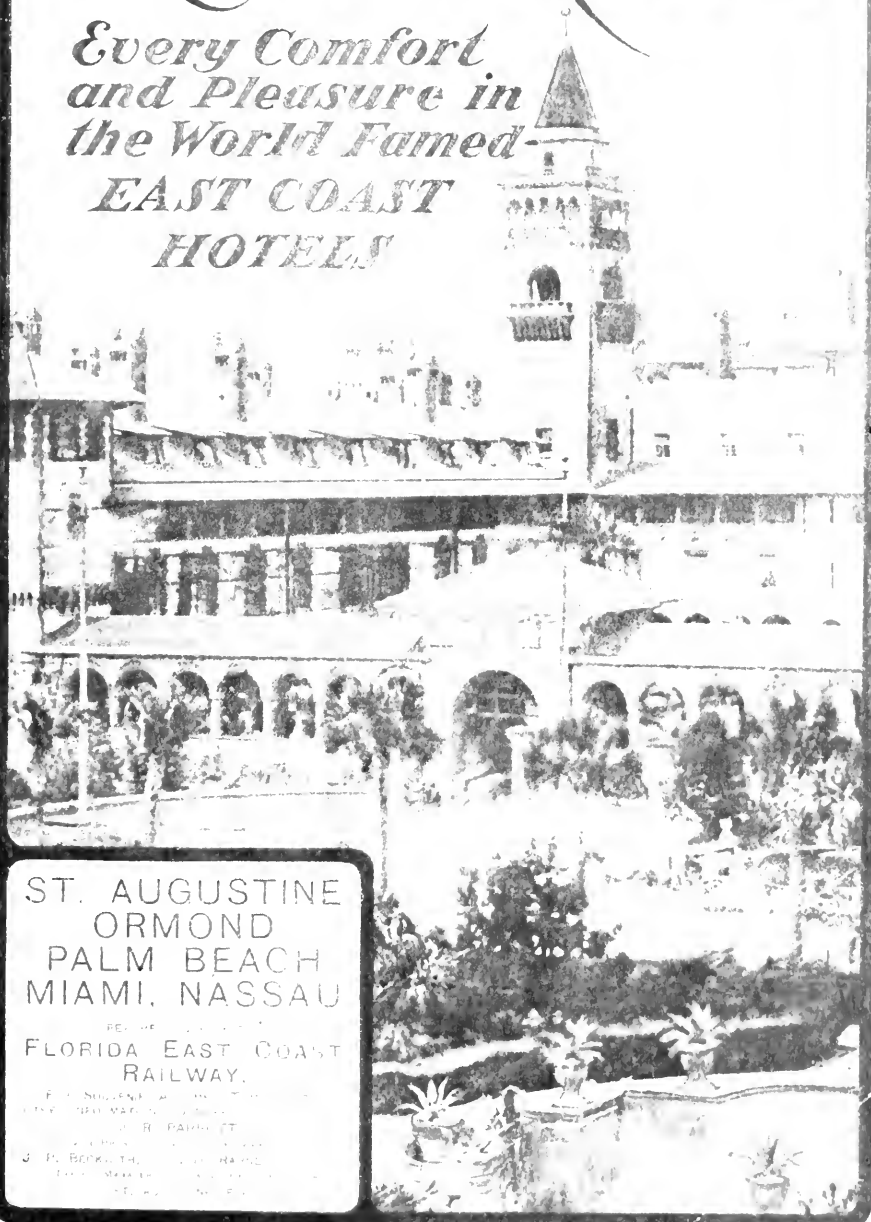
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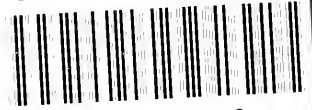
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